

ONE OF THE
FOLLIES
so common and yet
so dangerous, is to
neglect the eyes.
The moment your eyes
trouble you go to
LAZARUS
12, QUEEN'S ROAD CENTRAL.
The only European Optician in the Colony

The Hongkong Telegraph.

FOUNDED 1861

第 1031 號

號十三月八年

MONDAY, AUGUST 20, 1923.

日九初月七

SINGLE COPY 10 CENTS

"RECONDITIONED CARS"
There was a time when we envied the fellow who was commonly referred to as a "shrewd" trader. But we have changed our minds. It is a complaint no longer cherished. There has been entirely too much "shrewdness" in the Used Car business. We prefer to be known as just plain HONEST.
THE DRAGON MOTOR CAR CO., LTD.
Telephone—Central 3950.

TYPHOON DETAILS.

"Loongsang" Captain's Remarkable Escape

LIST OF DAMAGED SHIPPING.

Tidal Wave at Shatin.

MACAO SUFFERS BADLY.

Details to hand since we published on Saturday confirm the worst fears of serious damage afloat and ashore as a result of the disastrous typhoon. To-day, weather conditions are quite normal, but on all hands there is evidence of the devastation wrought. Doubtless there are many serious occurrences still unreported, but below we give the main additional facts which have been added to our account of Saturday.

The loss of life, happily, appears light compared with the immensity of the damage done to ships and to property ashore. The "Loongsang" tragedy is relieved by the miraculous escape of the captain and the chief officer, but it is feared that five of the European officers and engineers, as well as the wife of the second engineer, who was aboard, are lost. As yet, the total of ships ashore is not definitely known, but steam craft, including launches, which came to grief must total nearly fifty. Many native boats were also sunk and driven ashore. A tidal wave near Shatin did much damage and caused loss of life, whilst at Cheungchau island over twenty boats were lost.

Ashore, great damage has been done to property, several houses having collapsed, with loss of life in some instances. Peak houses suffered badly.

THE "LOONGSANG" Story of the Disaster.

The most terrible tragedy was undoubtedly the loss of the Indochina S. N. Company's Loongsang, which went down, with a large loss of life, nearly opposite the Central Market, those lost including Mrs. Barron, wife of the second engineer, who was aboard the ill-fated vessel.

The Loongsang had just come out of Kowloon Dock, where she had been undergoing repairs. Consequently, she was without steam. With a number of other vessels, the Loongsang took shelter in Kowloon Bay. Even here, however, the gale was terrific. Wind and sea played havoc with the shipping. The Loongsang, without steam, was practically helpless.

As soon as it was ascertained that she was drifting the crew were immediately paraded and fitted with lifebelts. During the worst of the storm the Loongsang collided with the stem of a steamer (unknown), which cut into the vessel almost amidships, and flooded No. 1 and No. 2 holds. Weather conditions made lowering of the boats an impossibility. Meanwhile the wind carried her, absolutely helpless, westward down the harbour.

As she went down by the bows the officers and crew crowded on to the prop. They waved and shouted for assistance but at the height of the storm it was impossible to attract attention. As she floundered along, it is said, she touched a J.C.J.L. steamer, and the chief officer (Mr. J.S. Masson) had the good fortune to be thrown from the deck of the ill-fated Loongsang on to the Dutch ship as they struck.

The Loongsang went down on an even keel, with her red funnel and masts well above the water, and by a pathetic coincidence, close to the spot where she has regularly moored for the many years she has traded out of the Colony.

Captain Jowitt had a marvelous escape. As the vessel went down he was washed off her decks and into the water. On coming to the surface he had the good fortune to see a boat which had floated clear. Captain Jowitt clambered aboard, and was driven in his tiny craft in the direction of Green Island. On the way he picked up a Chinese "boy," who happened to be his own personal servant. It seems that the boat was carried through the passage between Ma Wan and Chung Hui. It eventually struck the mainland close to the Castle Peak Road. There, Chinese did all they could for the survivors, providing them with food and clothing. A motor-car was sent for and Captain Jowitt and his "boy" were taken to Kowloon. The former is now under the doctor's care and has been ordered complete rest and quiet.

Five other survivors—members of the Chinese crew—were rescued by the Egremont Castle and the Bowes Castle. At the time of the foundering of the Loongsang these two vessels were drifting down the harbour. They had their lifeboats ready to be lowered for their own use. Members of the Loongsang's crew were seen struggling in the water. In spite of the terrible weather, the lifeboats were gallantly manned and an attempt was made to pick some of the drowning men up. Five men in all were saved, three by the Egremont Castle and two by the Bowes Castle.

Three other Chinese from the Loongsang, in lifebelts, were picked up alive by a naval launch on Saturday afternoon. With the exception of these survivors, there seems to be little hope of any more lives being saved. Aboard the ship were Captain P. Jowitt (saved), Chief Officer J. S. Masson (saved), Second Officer D. R. Wilson, Third Officer A. R. C. Stanley, Smith, Second Engineer J. B.

Barron and Mrs. Barron, Third Engineer Malcolm Black, Supernumerary McGowan. The Chinese crew, including tally clerks, numbered about fifty.

A naval launch has picked up the bodies of the second and third engineers. Three Chinese bodies were picked up yesterday opposite Capatimun Pass and two at Chadig Lun Tan.

The Loongsang had no chief engineer on board. Mr. Brown, who held the post, was transferred to the Ho Sang only a few days before.

The Loongsang was 1,738 tons gross. She was built at West Hartlepool in 1896, and, as is well known, has been on the Hongkong-Manila run for very many years.

More Survivors.

A Telegraph representative who called at Messrs. Jardine, Matheson's this morning was informed that further survivors are reported. The Kalgan picked up a pantry boy during the gale, and the boatswain was picked up about 11 o'clock at Cheung Chau. A fireman and steward have been picked up near Ma Wan island. About twenty Chinese employed on the Loongsang called at the office during the course of the morning. How many of these are survivors is not yet known, as some may have been ashore at the time of the sinking of the ship. Statements are being taken. The report that the body of Mr. Barron has been picked up is unconfirmed. The funeral of the late Mr. Black will pass the Monument at half-past five to-day.

SHIPPING CASUALTIES.

How Vessels Fared.

Below we give a list, not necessarily complete, of ships, launches etc. ashore at various points:—
Loongsang.—Sunk off O.S.K. Wharf close to the Praya. Many lives lost.
H. M. Submarine L. 9.—Sunk off Statue Pier. No lives lost.
Tai Lee (River Steamer).—Ashore East of Kowloon Docks.
Atlanta (Blue Funnel Tug).—Sunk at pier, Hung Hom.
Argestes.—Talkoo Barge. Ashore at China Light Works, Kowloon Bay.
Wing Sing.—Ashore at Cement Works.
Hang Cheong (Recently launched steamer for the Canton-Macao service).—Ashore at Quarry Bay.
Ching Po.—Kowloon City ferry boat. Badly holed at Hung Hom.
Obsolete Chinese cruiser.—Ashore East of Kowloon Bay.
Lake Farrar (American steamer).—Ashore at North Point.
Gingyo Maru.—Driven along side V.R.C. (since refloated).
Chung Oa.—Sunk near China Light Works, Kowloon Bay.
Cori.—Ashore N. of Chung Hui.
Several Blue Funnel launches and one Dairy Farm launch sunk at Talkoo Dock.
Sakino Maru.—Driven along side Statue Pier.
Kharki (Royal Fleet Auxiliary).—Driven alongside R.A.O. Pier.
Haldia.—Driven ashore near Kennedy Town.
Lake Onawa (American).—Ashore at North Point.
Sea Queen (Yacht).—Ashore at Hung Hom Bay.
Sai On (Kowloon City Ferry Boat).—Badly holed at Hung Hom.
Sai Chau.—Ashore N. of Chung Hui.
Wing Shing.—Stranded along side Cement Works.
Reims.—Ashore on East side of Stonecutters.
Team.—Driven ashore at North Point (refloated later).
Sun On.—Driven ashore North side of Stonecutters.
Kwong Sai (River steamer).—Foundered at Stonecutters.
Chikiang.—Ashore North side of Stonecutters.
Wa Sun.—Ashore North side of Stonecutters.
Tin Sing.—Ashore at Chin Wan Pass.
Sai Chau.—Ashore near Chin Wan Bay.
No. 2 Police launch.—Ashore at Chung Hui Island.
Sun Tak.—Ashore at Green Island.
There are, of course, many instances in which vessels, though not driven ashore, suffered con-

siderable damage. One of these was the case of the Macao excursion steamer Sai An, which was riding at anchor off Stonecutters. One of her masts was blown away and she suffered damage to the woodwork over the promenade decks. She was unable to make the usual trip to Macao yesterday.

SMALL CRAFT.

Fishing Fleet in Typhoon. The fishing fleet from Aberdeen, Stanley and Shauiwan—probably over a hundred vessels—were out at sea when the typhoon came on. How they fared is as yet not known, but it is thought that they may have been able to reach some sort of shelter before the blow became really serious.

There were eight junks wrecked at Yau-mat during the typhoon. There were also four driven ashore, two of which have since been refloated. At Shauiwan, some 150 craft were more or less damaged, ten of which were driven ashore. There were also some 50 boats of various sizes damaged at Aberdeen. The only casualty reported is the drowning of a boy at Yau-mat. At Causeway Bay a number of sampans were caught by the wind and sea and carried right up on to the tram lines. The Shakkii ferry boat, the Hang Tung, which was towing a passenger junk, was sunk off Kio, near Lingling. No lives were lost.

THE SUNKEN SUBMARINE. Bluejacket's Fine Rescue.

A Telegraph reporter was fortunate yesterday in meeting one of the crew of the Sunk Submarine L. 9, from whom the following reliable account of the heroic rescue effected by Able Seaman Treagus, of H. M. S. Tamar, was obtained:—

When the submarine broke from her moorings off the Naval Dock, she passed close to the sea wall. She had on board four seamen and petty officers, who succeeded in jumping ashore. Lieut. Dickson, who was on the wharf, made an attempt to reach the submarine with a wire hawser but missed his footing and fell into the sea. He was dragged back, whereupon he made a second effort. He managed to get hold of a davit, but was carried away with the submarine. The davit was carried away by tremendous seas, but Lieut. Dickson managed to swim to a buoy, to which he hung on. It was then that A.B. Treagus, who was one of the men grouped on the catastrophe but unable to render any assistance to the doomed vessel, performed his very plucky act. Disregarding the heavy seas and the danger of being dashed to death against the Praya wall, Treagus jumped into the water, and, catching up a life-line thrown from the Gingyo Maru (stranded nearby) he swam to the buoy and gave the line to Lieutenant Dickson. It was a magnificent feat. Eventually the officer and his rescuer were hauled back to the Japanese vessel amidst resounding cheers from the crews of naval and merchant vessels in the vicinity.

Submarine L. 3, which had caused much anxiety to the authorities, returned to the naval camp in the afternoon, having successfully ridden out the storm at her mooring. An officer of H.M.S. Bluebell writes us stating that we were incorrect in our issue of Saturday in stating that the rescue above referred to was effected by one of the crew of the Bluebell. He adds: "Much as every person on H.M.S. Bluebell would have liked to have done something, this was impossible from her position."

Ferry-Boat's Trials.

As we reported on Saturday, the ferry-boat Northern Star very nearly came to grief, and the passengers on board had a narrow escape from drowning. When the coxswain found the force of wind and waves too severe to negotiate the passage across in safety, he steered for the Naval Basin for shelter. This man's gallantry and skill deserve further recognition. He brought his craft, buffeted by the tempest, into safety after a very trying ordeal. Near the Tamar,

the ferry boat struck and sank a small Naval launch, without any casualties resulting, and eventually the coxswain got his craft in between the Tamar and the camber wall, the passengers being able to land by jumping, many having to be caught as they leaped by Naval Yard policemen. One or two Chinese were slightly hurt.

DAMAGE ON SHORE.

Many Lives Lost.

Apart from the loss of life at sea, which will not be fully ascertained for several days yet, over a score of deaths took place on land, and about a dozen persons were badly injured. These casualties were due chiefly to falling roofs, collapses of walls, flying debris and the partial or total collapse of houses. Six of the deaths are reported as being due to electrocution, owing to the fall of "live" wires. Two Chinese girls were killed in the collapse of a wall at the East Point Garage.

Definitely, eleven Chinese lives were lost within sight of shore, two in the Yau-mat typhoon refuge, and others on a junk.

As with the fatalities at sea, the full toll of life on shore, both in Hongkong and the New Territories, must be greater than is at present reported. Records from the outlying districts are slow in coming in. We should think those killed on land alone will eventually total at least fifty.

Some Details.

Sifted from the mass of reports reaching the Police this morning, the following additional items will prove of interest:—

A lighterman fell overboard the A.P.C. lighter in the Causeway Bay shelter and was drowned. In a subsidence of earth at Wongneichong Gar, where quarrying was in progress, a coolie was killed.

Five were killed and four injured when a matchbox at Wong Neiwo, near Yau-mat, was wrecked. The bodies of three persons have since been recovered from the debris. The bodies of three of the eight inmates buried in the ruins of a house at 127, Kramar Street, Talkoo, which collapsed during the storm, were dug out yesterday. Another house at Kap Shek-mi, Kowloon Tsai district, collapsed, killing a man whose remains have since been dug out and removed to the Mortuary.

The body of one of the crew of the fishing junk 5429W, which sank off Ngau Shi Wan, has been washed on to the foreshore.

Five bodies were recovered from the foreshore at Shauiwan and were taken to the Mortuary. Four more bodies picked up in the streets were sent to the same place.

A large number of junks and sampans were wrecked at Shauiwan, and the broken pieces now litter the foreshore. There must have been a considerable number of casualties from this cause, but the names of victims have not been yet received by the local police.

Tidal Wave.

Considerable havoc was wrought to the buildings in the Shatin district, judging by an official report which came through this morning. Practically a whole family was wiped out by the onrush of a huge tidal wave, which carried away the hut occupied by a gardener. The wife, the daughter, two sons and a daughter-in-law who made a rush for the exit, were carried away by the wave before the eyes of the gardener. Only one son, a ten-year-old boy, was saved. This tragedy was enacted in the Leung Lo-wan village, situated in Shatin district. The bodies of two of the victims have since been recovered from the sea.

Earth falling across the tracks of the railway blocked traffic at the 10 1/2 mile station, and a matchbox used as a summer camp by members of the Canadian Mission was completely demolished. The new police station of this district received a set-back when several matched structures forming part of the station collapsed.

It is notified that the Tai Po Road, from the railway crossing to the bridge at Tai Po, was washed away, or blocked with landslides. The railway pier was

badly damaged, while the old market—as partially carried away. Two other buildings were brought down.

Twenty harbour boats and two junks were sunk in the typhoon which passed with great severity over Cheungohau Island. It has not yet been possible to ascertain the casualties from this island. The Police Station was badly knocked about.

ON THE PEAK.

House Property Suffers.

Peak property suffered to a greater extent than at any previous typhoon in the history of the Colony. Windows of dwelling houses were blown in, walls surrounding buildings were demolished, and much structural damage was done in practically every part of the hill district.

The greatest damage done was to roofs of residences, and to-day there is scarcely a house on the Peak, excepting those with flat roofs, which has not suffered through loss of tiles. In some cases, the whole of the tiles were torn off by the terrific winds, and in one or two instances roofs actually collapsed, doing great damage to furniture. Very few of the houses damaged in this way were insured against typhoons.

With the roofs stripped in this way, the rains came pouring in and in the majority of cases the whole of the houses were flooded, residents being compelled to move their furniture into the basements or enclosed verandahs. In several cases, the houses were rendered quite uninhabitable, and many residents were compelled to seek accommodation in the Hongkong Hotel.

Messrs. Jardine, Matheson and Company's junior mess suffered very badly, whilst the grounds of the Matilda Hospital were also damaged to a considerable extent. The Peak Hotel came in for a very rough time, windows being blown in and much damage done to the kitchen and the dining room. About a dozen bedrooms were put out of use, and meals are now being served in the lounge. The Military Sanitarium near Magazine Gap came to grief during the storm. One half of it collapsed like a house of cards, whilst the remainder looks as though it had been shelled.

It is impossible here to give a list of the houses which suffered, as all were more or less damaged, and most of the residents who have not been rendered completely homeless are forced to live and sleep on their verandahs.

Great damage was also done to the whole Peak neighbourhood, which in places has been changed almost beyond recognition. Trees are everywhere to be seen uprooted, and whole areas of land devastated. Even lamp-posts were blown flat down and sentry-boxes smashed to splinters.

OTHER ITEMS.

Barometer 28.14.

The China Navigation Company's vessel Yunnan (Capt. J. D. Milne), which arrived in port on Saturday evening, reports passing three junks floating bottom up towards off Lingling Island, where the Yunnan encountered the typhoon. At 10.06 on Saturday morning the Yunnan's barometer registered 28.14.

The China Navigation Company's Chenan passed through the centre of the storm at nine o'clock on Saturday morning, in lat. 21 north, long. 114 1/2 east. She passed a number of dismasted junks.

The Blue Funnel steamer Laomedon, which arrived yesterday from Foochow, brought in three Chinese whom she picked up off a raft off Amoy.

Gap Rock has reported by wireless that the damage there is only very slight. The station has been out of telegraphic communication since 10 o'clock on Saturday morning.

Some exceptionally low barometer readings were recorded in Hongkong. We have seen a chart from a barograph owned by Mr. R. L. Bridger, No. 120, The Peak, which shows a reading of 28.40. Several other residents we hear, had similar low readings registered.

Talkoo Docks suffered badly during the typhoon.

being done to the establishment and several boats washed ashore. The Canton steamer Hengshan put back to Canton on Saturday after reaching Lankeet. During the worst period of the typhoon, she anchored near Tiger Islands, and as soon as conditions returned to normal she steamed back to Canton, which she reached the same evening. It was learned from the crew that on the way back the Hengshan rescued the crew of a launch which was in difficulties opposite Honam.

Fishing Fleet Endangered.

The Aberdeen fishing fleet was out at sea, though making for land, when the typhoon struck the Colony, and the boats were observed running before the wind in the direction of Cheungohau Island. Possibly most of them managed to take shelter there, but it is to be feared that, as with many other small Chinese craft, there has been loss of life.

The Damage in Money.

Many thousands dollars worth of damage must have been done to the Colony, apart from the shipping losses. Hundreds of houses need extensive repairs, walls need rebuilding, and every wharf and pier requires rebuilding or repairs. Some thousands of dollars damage was done in the R. N. Dockyard alone. A very few buildings appear to have been insured against typhoon damage, the monetary loss to individual members of the community is considerable.

How Kowloon Suffered.

As with Hongkong, the scene of wreckage in Kowloon immediately after the typhoon had passed almost bagged description. In Nathan Road, and other thoroughfares, traffic was blocked by fallen trees and branches, overhead wires had come down, and the area was flooded owing to the heavy rain and backed-up tide.

Everywhere one saw matchboxes demolished, railings down, roofs torn off, and several houses collapsed. To give even a general description would need a column. Altogether eight motorbuses were overturned, but they must have been vacated previously, as no casualties are reported as due to these mishaps. Many coolies were buried when a tile-roof shed collapsed at Kowloon Tsai, but only five men were found killed and

(Continued on Page 7.)

TO-DAY.

Closing Exchange 2s. 3. 1/16d.
Barometer 2 p.m. 29.61.
Temperature 2 p.m. 84.
Humidity 2 p.m. 69.
High Tide 5.21 p.m. Low Water 9.44 p.m.
Lighting Up-Time 6.32 p.m.

News in Today's New Advertisements.

Owing to typhoon damage, dressing room accommodation will be available for members only at the Esma Beach.—Page 4.

Japanese couple seek situation.—Page 4.

Hughes and Hough will sell a large number of Victor records by public auction on the 21st inst.—Page 4.

Consignees are notified of the arrival of the s.s. "Andre Lebou."—Page 4.

LISTEN.

Money expended on advertising should be put where it will yield the quickest, surest and largest returns in increased trade.

Consignees are also notified of the arrival of the s.s. "Liverpool Maru."—Page 4.

The Dinner Dances advertised to take place at the Repulse Bay Hotel on the 25th inst. has been postponed on account of typhoon damage.—Page 4.

Particulars of forthcoming



For "Reconstruction" after Illness

For all who are run-down, under-weight, or for those whose digestion needs a rest, but who at the same time need building up, Glaxo presents the potent body-building, flesh-forming, nerve-toning elements of pure cow's milk in a form in which it can be entirely assimilated without taxing the most enfeebled digestion.

Glaxo

is the "super-milk" diet

whether taken as a milk-drink or used instead of ordinary milk for Invalid Cookery.

Glaxo comes to you in powder form, safe from contamination in the air as in that sealed tin. You prepare it instantly by the addition of BOILING WATER ONLY.

Glaxo can be obtained at all Chemists and high-class Dealers. SOLE AGENTS in South China, W. E. LOXLEY & CO. Hongkong. Proprietors Joseph Nathan & Co., Ltd. London and New Zealand.

OUR BOOKSHELF.

Notes and Notions On Current Literature

Yet another handbook on Malaya (British Malaya, that is) has been issued, and will be welcomed by all who want to get in small compass a treatise on the country, its people, their language and literature, their history, arts and crafts, the flora and fauna and geology, industries, commerce of the past and future, and the present administration under representatives of the King of England. All this is embodied in "Malaya: The Straits Settlements and the Federated and Unfederated Malay States," edited by Dr. R. O. Winstedt, illustrated with photographs and maps (Constable, 12s. net). Dr. Winstedt is internationally known as an authority on the literature and art of the country, and his helpers include the authorities on the different sections of information dealt with; for instance, Dr. F. W. Foxworthy, formerly of the Philippines forestry research, deals with that branch of Malaya's wealth.

The book is well printed and arranged, and there is a valuable coloured map included among the illustrations. Altogether it is an essential possession for anyone who has to do with the country. We cannot conclude without the following extract (by Dr. Winstedt) which all who have known the real Malaya will agree is an excellent description:—

"The impressive features of the Malay have a frank, ready smile for friends and for the ludicrous. To friends he is loyal so long as they can serve or interest him, and perhaps an enervating climate prevents him from cherishing great passions and undying enthusiasms. His wife he loves frantically in youth, and later defers to her from the habit of an easy-going temperament and perhaps the subconscious obsession of bygone centuries of matriarchy: she is never a doll or a chattel, but a shrewd, energetic helpmate. The only common occasions of polygamy, divorce and infidelity are the temptations of high rank, pride of purse and childlessness. Children the Malay loves, and though he indulges and never strikes them, his method of upbringing produces paragons of perfect manners and filial love and obedience. Born into a society with an elaborate etiquette, which it is his pride to observe, he is a good judge of the social standing and breeding even of foreigners. And albeit a convinced if tolerant Muhammadan, he judges actions instinctively, not by Muslim commandments, but as seemly or unseemly as one judges the complexion of a flower. He has a keen and cynical sense of humour, but pride in his race, his breeding and his religion rather than humour solaces him when he is the victim of rudeness from a foreigner. 'His courage,' as Swettenham says, 'is as good as most men's, and there is about him an absence of servility which is unusual in the East.' He resents insult bitterly, is sensitive to ridicule and sarcasm, but responds to praise and encouragement. As a youth he is inclined to swagger and be extravagant; with the coming of years he tightens his purse-strings and turns to agriculture, village politics and religion. Always he is adroit and diplomatic. And except when spoilt by an English education in a cosmopolitan welter of foreign students, he has the charm of a gentleman trained from the cradle in good manners and social tact."

A Novel of Nippon.

"Save us from our friends" might be the exclamation of many Japanese on reading "Flower of Asia," by Gilbert Collins (Duckworth & Co. London, 7/6). The author's sub-title for the book is "A Novel of Nippon," and he might more correctly have called it a fantasy. No doubt he has been in Japan, but he has had little more, we fear, than the globe-trotter's impressions of the country. What he did not actually know, he has made up for with a fertile imagination. He writes well, and his novel should become popular with those who do not know the country of which he writes, or its people. And the pity of it is that Mr. Collins is a friend of the Japanese—he seeks to defend their doings, whilst merely making matters worse. Presumably he read "Kimono," and decided on a counter-blast. Here is the outline of the story he tells:—The hero, a Briton in the Peking diplomatic service named Barranger, arrives on a steamer at Yokohama, and finds his way, by aid of a companion, to a brothel there. Straight away we

know that the author is going to make this aspect of human frailty into a romance. Matters move swiftly with this impossible hero, for he falls in love with the girl he meets there, and marries her! He returns to Peking, assumes the "she is my wife, so what about it" attitude, and presumably is greatly surprised when given the sack from his post. He returns to Japan, and decides to become a subject of that country. Later, war breaks out between Britain and Japan, his wife commits suicide, leaving him a note telling him he must side with his own nationals, and he appreciably shoots himself. There is the whole thing in a nutshell. Quite a good plot for a modern melodrama, on the whole. But where the author does harm to those he would exalt in his suggestion, throughout the book, that prostitution is a national institution in the land of the rising sun, that the women of easy virtue there are all most honourable, are accepted into the best circles, and so on and so forth. All this, of course, is so highly exaggerated as to do harm to his original idea. He has some interesting observations to make on the Europeans in the East, especially with a background consisting of the bar in the Shanghai Club. It is a book worth reading, provided one knows beforehand what the real facts of the matter are. We feel "real sorry" for the future tourist, or new comer to the Far East who forms his, or her, impressions of the place from a prior perusal of this novel.

In Brief.

"Our Mr. Wrenn," the first novel of Mr. Sinclair Lewis, was published in America nine years ago, but is now reissued for English readers (Cape, 7/6). The well-meaning of American humanity and pathos of its inhumanity and standardisation in the service of the "machines," are distinctly presented here, as in the post-war books which have become so well-known in two hemispheres. Mr. Lewis has the feel of the true humorist. There is not a touch of real disparagement or impatience in his portrait of the little sales clerk with the

"unsuccessful" mustache, who has found nothing to keep his soul alight except the dream of travel, fostered by the cinema and made explicit by the collection of tourist programmes. It is this "spark of grace" in Mr. Wrenn, fanned by a windfall of a few hundred dollars, that eventually kindles courage, energy, and all that lay beneath his routine-ridden commonplace. Mr. Lewis allows himself some licence in the figure of the sophisticated young countrywoman who amused herself with Mr. Wrenn in "Yurup," but, granted the conditions, his attachment certainly played the part of "a liberal education," and his development runs very truly from the point where "he knew that she had made jokes for him, but he didn't exactly know what they were." Mr. Lewis has the knack of touching off the reciprocal impressions of the two hemispheres.

"Roast Leviathan," by Louis Untermeyer (Cape, 7/6) is a collection of poems, some good and others not, with an uncertain style and American leanings. Some of the best have Jewish subjects; many disclose the influence of Browning. On the whole it is a book for the collector of modern, and modernised, versification.

A \$2.00 CAMERA WILL TAKE PICTURES.

but no sensible person claims that the photographs equal those secured with a \$50.00 lens. The eye is a miniature camera, and lenses simply remedy defects in the natural photographic mechanism. The better the lenses, the better the results. The Hongkong Optical Co., successor to Clark & Co., refracting and manufacturing opticians, located in 53, Queen's Road Central manufacture lenses as safe, as nearly perfect and as satisfactory as can be produced by the combination of human ingenuity and constructive machinery of the highest type.

Entertain your friends with a VICTROLA Ask about our easy payment system. MOUTRIES—Exclusive Distributors.

MODERN YOUNG WOMAN.

Her Ambition and View of Modern Man.

According to a canvass made by the *New York Times* among the girl students of Vassar College, 90 per cent. of modern young women still regard marriage and children as their highest ambition, as opposed to a professional career, and the great majority have thoughts very similar to those of their mothers and grandmothers. The inquiry was promoted to test the criticism of the modern girl—that she is intoxicated with her new freedom, dabbles in dangerous heresies, religious, social, and political, and expects to shirk the responsibilities of home-making and motherhood. Most of the girls questioned believed that there is nothing fundamentally wrong with the modern girl, and that her worst fault is selfish-

ness in one form or another caused by too much liberty, which she has not yet learned to use. The majority found no fault with their parents, and though quite a number considered that parents are too conservative and too old-fashioned, few thought they are too indulgent. One or two complained tragically of the lack of personal interest, with "no link but that of prosaic duty." The overwhelming majority declared that modern man is conceited, and selfish and too fond of liquor, with a tendency to concentrate on making money instead of acquiring culture, but that he is "not half-bad at that."—*Daily Telegraph*.

EASY MARKS.

Scene, Germany; Time, now. Railroad Ticket Agent: "Here, you must have your baggage examined before you can leave." Traveller: "That isn't my baggage; that's my pocketbook."

TO LOOK LIKE A WINNER & FEEL LIKE A VICTOR, GO INTO THE GAME WITH FRESH LINEN.

WE LAUNDER AND DRY-CLEAN SPORTS CLOTHES IN A WAY THAT RETAINS ALL THEIR ORIGINAL.

SMARTNESS NO RISK OF SCORCH ON YOUR GABARDINE CLOTHES OR FLANNELS.



STEAM LAUNDRY CO.

HEAD OFFICE & WORKS, YAUMATI, Tel. K.33. HONGKONG DEPOT, 16, Stanley Street, Tel. C.1279. HONGKONG DEPOT, ... 62, Praya East. KOWLOON DEPOT, ... 19, Canton Road. CANTON, ... 19, Shangkai Central, East.

Write or Phone for price list.

INSECTS MENACE HEALTH

- FLYOSAN Kills the flies that worry horses, cows and milkers.
- FLYOSAN Kills lice that sap the blood of animals and fowl.
- FLYOSAN Kills mosquitoes that banish sleep.
- FLYOSAN Kills moths that ruin cloths and blankets.
- FLYOSAN Kills cockroaches that prowl around the kitchen after dark.
- FLYOSAN Is sure death to insects.

SPRAY "FLYOSAN" IN YOUR HOME.

FLYOSAN

is obtainable at all the Leading Dispensaries

A. S. WATSON & CO.

THE COLONIAL DISPENSARY.
THE QUEEN'S DISPENSARY.
THE CHINA DISPENSARY.
THE EDWARD DISPENSARY.
THE PHARMACY.

Tel. 654 **HOP CHEONG** 55, Queen's Road Central.
COMPLETE HOUSE FURNISHERS
DEALERS IN
SWATOW DRAWN AND LACE WORK
EMBROIDERIES, OLD MANDARIN COATS, SILK, ETC., ETC.
LARGE CONSIGNMENT JUST UNPACKED. INSPECTION CORDIALLY INVITED.

TRAVELLERS!

Why not buy a C. P. GOERZ'S Camera here! Prices—moderate.

Sole agents in China. **HALL, LAW & CO** Tel. 3217. 10, Des Voeux Road, Central.

EMBROIDERED & DRAWN WORK

YOU WILL FIND OUR STORE CHEAPEST AND BEST.

Swatow Drawn Work, Embroideries, Silks, Laces, Ivory Beads & Carvings and other works of art.

FOOK WENG & CO.

Astor House Hotel Building

Branch HOK KONG & CO., No. 5, Payne's Street, Singapore.



E. HING & CO.

SHIPBUILDING MATERIALS, SHIPHANDLERS AND HARDWARE MERCHANTS.

25, WING WOO ST.

PHONE CENTRAL NO. 1110. CENTRAL.

NEW ADVERTISEMENTS.

WANTED.

WANTED.—Japanese Couple want position with good family for general work. Apply Maru Phone C 7630 or No. 9, Praya East.

TO BE LET

TO LET.—European flats in Lee Building, Wanchai Gap Road, Apply to 32 Kennedy Rd.

TO LET.—Two office rooms centrally situated. Apply P.O. Box 259.

TO LET.—Office on 2nd Floor in Victoria Building, No. 5 Queen's Road Central. Also from 1st September Ground Floor suitable for Banking Business. Apply to Mr. Poon Lai Fung c/o Messrs. A. J. Lane & Co. same building.

SPACIOUS Offices on Ground Floor of No. 4, Duddell Street, newly fitted with teak-wood Panels and counter; suitable for Banking and other businesses. Electric Light Installation completed. Centrally located. Ready for immediate occupation. Apply to Box No. 144 c/o "Hongkong Telegraph."

FOR SALE.

FOR SALE.—Child's pram makers Bolton, London, practically new, 15 in. wheels, Solid tyres, Plated handles. Splendidly upholstered. Price reasonable. Apply HAYTER, 15E Block, Victoria Barracks.

FOR SALE by private treaty valuable land at Kowloon with sea frontage having a total area of upwards of 97,000 square feet. For particulars apply to Johnson Stokes and Master, Solicitors, Prince's Building.

MARINE ENGINEERS' GUILD OF CHINA.

HONGKONG BRANCH.

THE Regular Monthly Meeting will be held at the Guild Office, Failors' Home, on TUESDAY, 21st August at 5 o'clock, p.m.

BUSINESS.—Important Correspondence from Head Office. Election of Finance Committee. Election of New Members. As the previous meeting was not held owing to bad weather, it is essential that there should be a full attendance.

W. J. STOKES, Branch Secretary.

S.S. "TRIESTE" FROM TRIESTE ARRIVED

28th JULY, 1923.

H. W. T. S. 1 Case Metal Nets (Wire Cloth)

H. W. J. S. 1 Case Raw Felt (Roll Jackets)

No. 83350

NOTICE is hereby given that the Original Delivery Order No. 1496 dated 1st August 1923 on the Hongkong & Kowloon Wharf & Godown Co., Ltd. in favour of Messrs. Harry Wickling & Co. is said to have been lost and is therefore declared null and void.

DOWELL & CO. LTD. Agents, Lloyd Triestino S. N. Co.

NOTICE TO CONSIGNEES.

EX M. V. "GLENLUCE" ARRIVED 4/1/21 from London.

H. 3809 5 Bales Woollens.

No. 712/5 & 717

—3774— 4 Cases Woollens.

No. 709/11 & 716

The above mentioned goods, now lying unclaimed in the Hongkong & Kowloon Wharf & Godown Co.'s Kowloon Godowns, will be returned to London at the end of one month from date, unless same are applied for before the expiration of that period.

JAKDINE, MATHESON & CO., LTD.

Agents, "GLEN" LINE LTD. Hongkong, August, 15th, 1923.

BANKS.

THE INDUSTRIAL & COMMERCIAL BANK, LTD.

HEAD OFFICE: York Building, Charter Road, Hongkong.

BRANCHES: Shanghai and Hankow.

Correspondents in all commercial centres of China and abroad.

PROMPT SERVICE: Attractive rates for all kinds of Deposits.

Inquiries are Welcome. T. H. MAL, Manager.

EASMA BEACH.

OWING to typhoon damage, dressing rooms will be available for members only until further notice.

T. N. McREYNOLDS, Hon. Secretary.

NOTICE TO CONSIGNEES.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

S.S. "ANDRE LEBON" Consignees of Cargo from Marseilles, &c. In connection with above Steamer are hereby informed that their good with the exception of Opium Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 23rd, instant at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the 27th instant or they will not be recognized. All damaged packages will be examined on Thursday the 23rd inst. at 10 a.m. by Messrs. Godard & Douglas.

No Fire Insurance has been effected.

R. RODENFUSE, Acting agent.

Hongkong, 17th August, 1923.

NOTICE TO CONSIGNEES

N. Y. K. LINE

(NIPPON YUSEN KAISHA)

From EUROPE & STRAITS.

The Company's Steamship

"LIVERPOOL MARU"

having arrived from the above ports, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, whence delivery may be obtained.

Goods not cleared by the 26th August, 1923, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives on any Tuesdays and Fridays, at 2.30 p.m. within the free storage period.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claim will be admitted after the goods have left the Godowns. No fire insurance has been effected.

NIPPON YUSEN KAISHA.

Hongkong, August 19th, 1923.

NOTICE TO CONSIGNEES.

The Steamship

"BOWES CASTLE"

From NEW YORK

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf & Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 17th inst.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.

All claims against the steamer must be presented to the Under signed on or before the 2nd prox. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst. at 10 a.m. by our Surveyors, Messrs. Godard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO. LTD.

Agents.

THE HONGKONG HOTEL CO., LTD.

Special Announcement

REPULSE BAY HOTEL

OWING TO THE TYPHOON

THE DINNER DANSANT

ADVERTISED TO TAKE PLACE

ON

SATURDAY August 25th

is unavoidably postponed until further notice.

THE HONGKONG HOTEL COMPANY, LTD.

ANNOUNCEMENT.

OWING to the receipt of numerous complaints from patrons as to the incivility of various members of the staff of the Hotels under the Management of this Company in Hongkong, such complaints being to the effect that "Cash" has been demanded in satisfaction of Liquors supplied, and patrons thereby inconvenienced by not being allowed to sign "chits," we beg to draw the attention of our clientele to the terms of the Liquors Ordinance, 1917, an extract from which is hereby given—

- In this Ordinance—
 - "Cash" means any coins or notes current in the Colony.
 - "Sale" includes any transaction in which intoxicating liquor is supplied for any consideration whatsoever, direct or indirect.
- (1) Subject to the provisions of sub-section (2) of this section, no person shall sell any intoxicating liquor for consumption on or at any licensed premises except for cash.
 - Sub-section (1) of this section shall not apply to the following—
 - any sale by the proprietor of an hotel to a person residing at the hotel;
 - any sale by the proprietor of an hotel of liquor to be consumed in the dining room of the hotel at one of the regular meals of the hotel or of liquor to be consumed in conjunction with any other bona fide meal for which a charge of at least thirty cents can be reasonably made;
 - any sale in accordance with the conditions of his licence by the holder of a restaurant adjunct licence.
- Where any intoxicating liquor is sold by a servant or employee in contravention of section 3 of this Ordinance, the employer, whether a natural person or a body corporate, shall be deemed to be guilty of an offence against this Ordinance unless he proves affirmatively that the sale was against his express orders and without his consent or connivance.
- Every person to whom any liquor is, to the knowledge of such person, supplied in contravention of this Ordinance shall also be guilty of an offence against this Ordinance.

The co-operation of our Patrons, with a view to assisting us to carry out the provisions of the Liquors Ordinance, is respectfully requested.

For and on behalf of
THE HONGKONG HOTEL CO., LTD.

WALTER J. HAWKER, Secretary.

Hongkong, 15th August, 1923.

ANGLO-CHINESE COMMERCIAL COMPANY, LIMITED.

(Incorporated under the Hongkong (Companies) Ordinance and the China (Companies) Order in Council).

Registered Offices:—ING WO, NANTAI, FOOCHOW.

The above-named Company is issuing a Prospectus dated 25th day of July, 1923, a copy of which has been filed with the Registrar of Companies, Shanghai, inviting subscriptions at par for 45,000 Ordinary shares of Foochow \$5 each, and 10,000 Preference shares of Foochow \$5 each.

Full Prospectus (upon terms of which application will alone be received) and forms of application may be obtained locally from the Company's brokers, Messrs. Maxon and Taylor, Member of the Hongkong Stock Exchange, and the Hongkong & Shanghai Banking Corporation Hongkong.

The notice is not to be regarded as an invitation to the public to subscribe for shares.

DATED 25th July, 1923.

J. W. ODELL, Secretary.

FORTHCOMING AUCTION SALES

LAMMERT BROS. HUGHES & HOUGH

PARTICULARS AND CONDITIONS OF SALE

of the

STEAMSHIP "CHEKIANG"

now lying at Shum Shui Po

to be sold by

Order of the Mortgagee

by

PUBLIC AUCTION.

on

TUESDAY

the 21st day of August, 1923 at 3 o'clock p.m.

IN ONE LOT

by

Messrs. Lammert Bros., Auctioneers

At their Auction Room in Duddell Street.

The Ship is of 985 2 tons gross and 535.4 nett tonnage. Her length is 190 feet or thereabouts, Beam 33 feet or thereabouts, draft 18 feet 9 inches or thereabouts and horsepower 252.

For orders to view, apply to Messrs. Lammert Bros., the Auctioneers.

For further particulars, Apply to—

Messrs. JOHNSON, STOKES & MASTER, Prince's Building or to

Messrs. Lammert Bros., the Auctioneers, Duddell Street.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Monday, the 20th. Aug. 1923, commencing at 5.15 p.m.

at their Sales Rooms, Duddell Street,

An Old Collection of Postage Stamps

(Really being broken up)

Catalogues will be issued.

On view from Saturday the 18th, August 1923.

LAMMERT BROS., Auctioneers.

DO NOT MISS—

ROCHA'S

POPULAR AUCTION SALES

Every Tuesday Thursday & Saturday

At 2.30 p.m.

Specialist is the Valuation of Household and Office Furniture.

DA ROCHA'S MART

1 A D'Aguiar St. Phone 2283

ANNOUNCEMENT.

Messrs. Polyak, Massey & Co., Ltd. have this day been appointed Sole Distributors in Hongkong and South China for the products of the Westinghouse Electric International Company. Our Representative, Mr. W. M. Vernon, will make his headquarters in the offices of the Distributor, Queen's Building.

WESTINGHOUSE ELECTRIC INTERNATIONAL COMPANY, E. L. MCCLOSKEY, Manager for China.

8th August 1923.

NOTICE.

HONGKONG AUTOMOBILE ASSOCIATION.

THE attention of Members of the Association is directed to the fact that the Motoring Supplement of the Hongkong Telegraph (which will be published weekly, on Saturdays) is the Official Organ of the Association. In future, all official notices & intimations to Members will appear in the Supplement.

P. M. HODGSON, Hon. Secretary.

THE HONGKONG ROPE MANUFACTURING CO., LTD.

AN INTERIM DIVIDEND OF ONE DOLLAR (\$1-) per share for account 1923, will be payable on THURSDAY, the 23rd August 1923.

Shareholders are requested to apply for Dividend Warrants at the Company's Office, 81 George's Building, Hongkong.

THE TRANSFER BOOKS of the Company will be closed from TUESDAY the 14th August 1923 to THURSDAY the 23rd August 1923 both days inclusive.

SHEWAN, TOMES & CO. General Managers.

GENERAL AUCTIONEERS AND BROKERS.

The Undersigned have received instructions to sell by Public Auction (For account of the Concerned)

on TUESDAY, the 21st August, 1923, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street,

Valuable Teakwood and Blackwood Furniture and Household Sundries, &c., &c.

Comprising:

Dining Suites, Chesterfield Sofas, Arm-chairs (new), Tea Tables, Teakwood Twin Bedsteads, large and small Wardrobes, Dressing Tables and Chairs, Washstands, etc., Sideboards, Dinner Waggons, Crockery and Glass Ware, Cutlery, Carpets and Rugs, Staircase Carpets, Electro-plated Ware, Electric Reading Lamps, Teakwood Screens, Blackwood Teapots, Marble-top Flower Stands, Side Tables and Cabinets, and a few lots of Handbags and Suit Cases.

Also

One Victrola and Records.

Terms:—Cash on delivery.

HUGHES & HOUGH, Auctioneers.

Hongkong, 15 August, 1923.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction

(For account of the Concerned)

on

Tuesday, the 21st August, 1923, at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street,

About 550 Victor Records (black blue & red labels)

Terms:—Cash on delivery.

HUGHES & HOUGH, Auctioneers.

Hongkong, 20th August 1923.

ROXOR

SPECIAL SALE



of LADIES' BOOTS & SHOES — Very Low Prices

ROYAL & CO.

Footwear Specialists

Tel. 3337.

1, D'Aguiar Street, Central.

A BEAUTIFUL GARDEN

AFTER APPLYING THE KING OF FERTILISER

BAT GUANO

EASTERN AGRICULTURAL FERTILISER CO.

95 Jervois St. 2nd Floor, Hongkong. Write to-day. Tel. 3480.

85 Jervois St. 2nd Floor, Hongkong. Write to-day. Tel. 3480.

85 Jervois St. 2nd Floor, Hongkong. Write to-day. Tel. 3480.

85 Jervois St. 2nd Floor, Hongkong. Write to-day. Tel. 3480.

85 Jervois St. 2nd Floor, Hongkong. Write to-day. Tel. 3480.

85 Jervois St. 2nd Floor, Hongkong. Write to-day. Tel. 3480.

85 Jervois St. 2nd Floor, Hongkong. Write to-day. Tel. 3480.

85 Jervois St. 2nd Floor, Hongkong. Write to-day. Tel. 3480.

85 Jervois St. 2nd Floor, Hongkong. Write to-day. Tel. 3480.

85 Jervois St. 2nd Floor, Hongkong. Write to-day. Tel. 3480.

85 Jervois St. 2nd Floor, Hongkong. Write to-day. Tel. 3480.

85 Jervois St. 2nd Floor, Hongkong. Write to-day. Tel. 3480.

85 Jervois St. 2nd Floor, Hongkong. Write to-day. Tel. 3480.

85 Jervois St. 2nd Floor, Hongkong. Write to-day. Tel. 3480.

85 Jervois St. 2nd Floor, Hongkong. Write to-day. Tel. 3480.

85 Jervois St. 2nd Floor, Hongkong. Write to-day. Tel. 3480.

85 Jervois St. 2nd Floor, Hongkong. Write to-day. Tel. 3480.

85 Jervois St. 2nd Floor, Hongkong. Write to-day. Tel. 3480.

85 Jervois St. 2nd Floor, Hongkong. Write to-day. Tel. 3480.

85 Jervois St. 2nd Floor, Hongkong. Write to-day. Tel. 3480.

85 Jervois St. 2nd Floor, Hongkong. Write to-day. Tel. 3480.

85 Jervois St. 2nd Floor, Hongkong. Write to-day. Tel. 3480.

85 Jervois St. 2nd Floor, Hongkong. Write to-day. Tel. 3480.

85 Jervois St. 2nd Floor, Hongkong. Write to-day. Tel. 3480.

85 Jervois St. 2nd Floor, Hongkong. Write to-day. Tel. 3480.

85 Jervois St. 2nd Floor, Hongkong. Write to-day. Tel. 3480.

85 Jervois St. 2nd Floor, Hongkong. Write to-day. Tel. 3480.

85 Jervois St. 2nd Floor, Hongkong. Write to-day. Tel. 3480.

85 Jervois St. 2nd Floor, Hongkong. Write to-day. Tel. 3480.

85 Jervois St. 2nd Floor, Hongkong. Write to-day. Tel. 3480.

85 Jervois St. 2nd Floor, Hongkong. Write to-day. Tel. 3480.

85 Jervois St. 2nd Floor, Hongkong. Write to-day. Tel. 3480.

85 Jervois St. 2nd Floor, Hongkong. Write to-day. Tel. 3480.

WATSON'S PRICKLY HEAT LOTION

An infallible remedy, affords immediate relief and effects a speedy cure.

Prices 50 cts. & \$1.00 Per Bottle.

A. S. WATSON & CO., LIMITED.

HONGKONG DISPENSARY.

Established 81 Years.



NEW VICTOR RECORDS TO-DAY.

S. MOUTRIE & CO., LTD.



PYJAMAS IN EVERY
WEIGHT, FOR SUMMER,
WINTER OR BETWEEN
SEASONS.

IN PLAIN COLOURS OR
SMART BLOCK STRIPES,
ALL SIZES.

PRICES FROM—
8.50 to 20.00

PLAIN WHITE DAY
SHIRTS, CUT AND
TAILORED BY EX-
PERTS FIT AND STYLE
ASSURED.

6.00 and 7.50



STRIPED SHIRTS
WITH OR WITHOUT COLLARS
TO MATCH.

4.50 to 7.50



TENNIS SHIRTS IN
VARIOUS MAKES.

**4.75, 5.50 and
6.00**



LANE, CRAWFORD, LTD.

HERRING HALL MARVIN SAFES

FOR
OFFICE, HOUSEHOLD OR
PERSONAL USE IN KEY-
LOCK OR COMBINATION
ATTACHMENT.

"THE SAFE WITH A
REPUTATION."

Immediate Stocks
Offering.

MUSTARD AND CO.

17, Connaught Road, Central,
Tel. No. 1186

MARRIAGE.

FRASER-TURNER—On August 17th, at Hongkong, John Alexander, son of Mr. Thomas Fraser of Leith, Scotland, to Gladys Maude, daughter of Mr. and Mrs. John Turner, of Great Barr, Walsall, England.

The Telegraph.

HONGKONG, 20th August, 1923.

TRIED, AND FOUND WANTING.

As we write this, the details of the disaster of Saturday morning are still coming in, and the tally of destruction and death is growing more accurate. Disposing of mere rumour, and presuming that the full tale of the calamity is nearly told, we find already a record of damage and suffering such as we trust it will never be Hongkong's lot to experience again. In many respects, the disastrous effects of Saturday's typhoon were inevitable. We had the unenviable distinction of experiencing the highest wind velocity—though fortunately for a very short period—on record. That trees should have been uprooted in scores, roofs torn away, and old houses razed to the ground was only to be expected. In the harbour, too, a good deal of damage was unavoidable. There was very little warning of the actual typhoon, compared with previous occasions, and it is to be presumed we were the victims of one of Nature's vagaries, with an unexpected change of direction of the wind. There was, of course, no means of estimating what the velocity of the hurricane would be, and that it should prove the strongest ever recorded was just another malignant freak of the elements. So we had vessels torn from their moorings, and men swept away to their death.

But there is one thing—one disgraceful shortcoming—that the typhoon has shown up. That is the lack of proper appliances for saving life in the harbour during stormy weather. We write almost dispassionately about this, not because we do not feel bitter on the subject but because we do not see that mere recriminations are of any use. We expect the authorities now realise as well as anyone could how their present life-saving system has been tried and found wanting; and no doubt it is a lesson that will not be forgotten. The public must condemn the almost inexplicable absence of adequate measures in a place which is notoriously subject to cyclonic gales during several

months every year. Thus, whilst the police, according to regulations, were out along the waterfront with lifebuoys and life-lines, they could do nothing to save the men on the ill-fated Loongsang. Besides the official lifesavers, there were dozens of ordinary civilians ready to take risks in an effort to rescue the men on the doomed ship, who were swept away within sight of everybody, and within rocket-range of the shore. If a properly-maintained lifeboat station is too big a proposition for the Colony—and that is a debatable matter—it is amazing that no apparatus for throwing a life-line appears to be in existence ready for immediate use. We believe that had such a means of lifesaving been used on Saturday, nearly everyone on the Loongsang might have been rescued. It needed a big disaster many years ago to show how much reform in our typhoon-signalling system was required. Improvements have since been gradually introduced; but apparently there are other urgent requirements that have been overlooked.

Why Not?

The practical demolition of the Military Sanitarium, situated just beyond Magazine Gap, by the typhoon, serves to draw attention to this excellent site, which has for so many years served no useful purpose whatever. Year in and year out, the Sanitarium has remained totally unoccupied, for reasons with which we are not acquainted. It occupied one of the finest sites in the hill district, with a magnificent outlook on to the sea and islands on the southern side of Hongkong, well below the usual fog level. Presumably, since the building has so long been in disuse, the site would come into the hands of the Government under the military lands scheme, when that is eventually put through. The thought now occurs to us that, in view of the possibility of protracted negotiations in regard to the main scheme, the Government might seek the transfer of this site as a separate transaction, as it has done in some other cases. At any rate, it does seem absurd that the military authorities should hang on to this site, for which they have no use whatever, whilst the public demand for good building areas remains so insistent. Quite a big block of modern flats, or even a nice residential hotel, could be accommodated on the site, which is easily approachable from the new motor road.

The Davis Cup.

The expected has happened by Australia securing a victory over France in the final of the Davis Cup Competition, thus qualifying to meet the United States in the challenger round. The double match in which Hawkes and Anderson overcame La Costa and Brugnon, was a very close affair. It went the full five sets, and the Australians only won the last by 7-5. In games, the Australian pair scored 33 to their opponents' 29—a mere difference of four games in five sets. Still, it was sufficient to secure them the victory. The new method of running the Competition—dividing it up into various zones—has been thoroughly justified by results, for there can be no doubt that Australia and America are the best countries in the Competition to-day. It should be a great struggle between these two teams, especially since both play a similar type of tennis—the world-wide style, with plenty of hard driving and smashing. The Americans may retain the cup, but it seems pretty certain that they will have to fight hard to do so.

TYPHOON WARNING.

The telegram quoted below was received by the American Consulate-General, Hongkong, from the Manila Observatory at 9.30 a.m. to-day:—
1. A warning low pressure area extending from the China Sea to the Pacific across Northern Luzon and the Balintang Channel. A real typhoon may develop later.
2. Cyclone or typhoon near or over the northern Ladrone or Marianas Islands, moving E.N.E.
The following telegram was received at 11.15 a.m.:—Typhoon in about 119 deg. Long. E. 19 deg. Lat. N., direction unknown.

DAY BY DAY.

YOU CAN'T BORROW ANYTHING ON WHAT YOU THINK YOU ARE.—
Coleman Cox.

The health return for the 48 hours ended yesterday shows one Chinese case of puerperal fever.

Sir James Broom sailed recently by the Empress of Britain for Canada, whence he proceeds to the Far East and Colombo.

The Dinner Dances advertised to take place at Repulse Bay on the 25th. inst. has been postponed on account of typhoon damage.

Owing to serious damage to the Esma bathing sheds, accommodation will be available for members only until further notice.

The tennis match between the I.R.C. and C.R.C. in connection with the triangular series of the "B" League has again been put off and will now be played on Sunday, the 26th. inst.

For being in illegal possession of two loaded automatics and a loaded revolver, aboard the Kwong Tai, on Aug. 1st, Chan Tak-cheung was sentenced by the Chief Justice, at the Criminal Sessions, this morning, to five years' hard labour.

A complete counterfeit outfit was seized by police officers in a raid on a hut at Tokwan on Saturday. A man found in the premises was arrested. The machinery, it was stated, was designed to turn out false ten-cent pieces in Hongkong currency.

The late Mr. Douglas Jones (75) of Belmont, Hoddesdon, Herts, late of The Grange, Hoddesdon, and formerly of the Union Insurance Society of Canton at Hongkong and Shanghai, left estate of the gross value of £181,137 (net personally £176,045).

Eng.-Com. C. J. Limpenny, who has been serving in the Department of Director of Naval Equipment since July, 1919, is to relieve Eng.-Com. R. B. O'Dogherty in the light cruiser Hawkins, flagship of the China Station. Com. Limpenny was commended for his service in action at Gallipoli, and received the D.S.O.

Leung Sze-pui came before the Chief Justice, at the Criminal Sessions, this morning, charged with embezzlement and uttering forged documents (eight counts). His Worship took into consideration prisoner's youth and passed the lenient sentence of two years' hard labour in the hope that when he comes out of prison he will redeem his character.

LAWN TENNIS.

Schoolgirl Wins American Championship.

Forest Hill, Aug. 18.—Miss Helen Wills has won the Women's American Lawn Tennis Championship, defeating Mrs. Mallory, 6-2, 6-2. Miss Wills is a Californian schoolgirl. She played spectacularly throughout and out-generalled Mrs. Mallory who has held the title seven times.

British Pair Win.

The British couple Miss McKane and Mrs. Covell won the doubles championship against Miss Goss and Mrs. Wightman 2-3, 6-2, 6-1.

INTERNATIONAL FOOTBALL.

South China Loses First Test.

Sydney, Aug. 13.—In the first test match Australia scored five goals to China's one. The attendance numbered twenty-five thousand.

Scottish Soccer.

London, Aug. 18.—The following are Scottish football results, games played on grounds of first-named teams:

Aberdeen	3	Clydebank	1
Airdrieonians	3	Hamilton	2
Celtic	2	Falkirk	1
Partick	3	Ayr	0
Hearts of Mid	3	Clyde	0
Raith Rovers	3	Dundee	0
Th. Lanark	1	Hibernians	4
Kilmarnock	1	Queen's Park	4
St. Mirren	3	Morton	1
Motherwell	0	Gl. Rangers	3

FRENCH POLICY STATED.

Preference for Allied Unity.

(Reuter's Service.)

Paris, August 19. A more friendly tone was manifested by M. Poincaré in a speech at the unveiling of a war memorial at Charleville. He declared that France would make every effort to bring her policy near that of all the Allies, and would always be ready to seek with them any alleviation that united action might bring to their sufferings. He said that nations, like individuals, realised the necessity for uniting in a great moral crisis, better than the uneasiness of convalescence, and although union had now saved the lives of the Allies, it was still not without use. He concluded by denying that the Ruhr was responsible for unemployment in Britain, which had improved since last year. He deprecated indulging in controversies like the liability of the occupation, and said he preferred to seek a practical solution of the problems in which all were interested.

THE MOROCCO CAMPAIGN.

Conflicting Reports Coming In.

Paris, August 19. Records are to hand of the rapid consummation of military plans which were being carried out on a large scale for several months, with the object of definitely subjugating enemy tribesmen in Morocco. These have just successfully terminated in a converging movement for the separation of the Harmoucha and Tzouchen tribes. On the contrary a Madrid message announces another set-back. The Spanish forces have been compelled to fall back near Tafaraout, suffering 250 casualties, including a Colonel and twelve other officers, who were killed.

THE IRISH ELECTIONS.

Mr. Cosgrave's Aerial Jaunt.

London, August 19. Mr. Cosgrave this afternoon addressed a meeting at Ennis, the scene of De Valera's arrest. There was no untoward incident. Subsequently he flew in a military aeroplane to Carlow, to address his constituents. This flight, which is Mr. Cosgrave's first, is regarded by the Clare electors as a venturesome piece of excellent electioneering, and a good advertisement for the Irish Air Force.

AUSTRALIAN TENNIS STARS MAY VISIT JAPAN.

Sydney, August 19.

The secretary of the Australian Lawn Tennis Association believes the Australian Council will be only too pleased to accede to the Japanese desire that members of the Australian Davis Cup teams should visit Japan on their way home.

LONDON DOCK STRIKE ENDS.

London, August 19.

The dock strike has ended, following meetings of the strikers in London deciding to resume on Tuesday.

EARLIER TELEGRAMS.

GERMAN SITUATION.

Duesseldorf, Aug. 18.

A drastic anti-sabotage decree has been issued by General Degoutte which threatens a maximum of twenty years' imprisonment and a fine of half a million gold marks for anybody impeding the quantity or quality of industrial productions, and five years' imprisonment and a similar fine for hindering the agents of the Inter-Armed Mission. The French yesterday seized 167 milliard marks consigned to the Reichsbank at Bochumel.

Berlin, Aug. 18.

An agitation is growing against Havenstein and von Giesenapp, President and Vice-President of the Reichsbank, who are blamed for the depreciation of the mark. Vorwärts says that unless they resign within three days the Social Democrats will demand an immediate Reichstag meeting with the object of turning them out. It appears that this is the only way of getting rid of them as their appointments are life ones. It is asserted that they are openly mutinous against the Government policy, and the power, with which they are invested, is held to be largely responsible for the present financial situation.

The Deutsche Tageblatt has been suspended for a fortnight for attacking Stresemann and the republican form of government.

FRANCE AND BRITAIN.

Paris, Aug. 18.

M. Poincaré intends to invert the original order of reply by making a general exposition of French policy to precede, not follow, the detailed analysis of the British Note. Thus the exposition will prepare the way for subsequent discussion, and the points, whereon it is hoped an agreement may be reached, will be brought out before objections to the British arguments are raised, thus making clear France's goodwill and friendliness.

GERMAN SEAMEN COMPLAIN.

Melbourne, Aug. 18.

In view of a complaint from seamen of German steamers at present in Australian waters that their wages are only 5½ pence per month in English money in consequence of the collapse of the mark, the Australian Seamen's Union is calling on the German line to remove such "conditions of slavery," threatening to tie up every German vessel visiting Australia unless a prompt and satisfactory reply is forthcoming.

HARASSING FRANCE.

Paris, Aug. 19.

Finance Minister M. Delasteyrie quoted taxation, export and other figures in support of the contention that the depreciation of the franc is in nowise due to the economic situation, but to speculative influences directed towards harassing France in her general policy. He expressed confidence that these manoeuvres would be defeated.

"FASTEST HORSE IN THE WORLD."

London, Aug. 19.

Ben Irish, owner of the Derby winner Papyrus, has accepted a challenge from American racing men to race against a selected American champion at Belmont Park on October 20 for £40,000 and the title of the "fastest horse in the world," the loser to receive £4,000.

TYPHOON DETAILS.

(Continued from Page 1.)

three injured when the debris was cleared away. Five dead bodies were also recovered from the wreckage at 127, Kramor Street, Tai Koi Taul, which collapsed and buried the inmates. From various other quarters in the New Territories as well, come reports of collapses and casualties.

AT MACAO.

Much Loss of Life.

A Reuter's message says that the typhoon caused much loss of life and damage at Macao, owing to the collapsing of many houses and the capsizing of junks, sampans, etc. The dredger Rotterdam, belonging to the Netherlands Harbour Works Company, dragged her anchor and grounded off Chinese wharf, but there were no casualties, however.

A member of the staff of Messrs. Thos Cook's, who was at Macao over the week-end, told a Telegraph representative this morning that our neighbour has suffered very badly in the typhoon. It appears that the gale struck roughly about the same time as it hit Hongkong. There being no typhoon shelter, it naturally played havoc with the small native craft in the harbour. Seventy-eight junks were sunk, the pressman was told, and the casualties amongst the crews are estimated at about a thousand. Roofs were blown off houses and trees came down all over the place. About thirty houses collapsed, from which twenty-seven people were taken to hospital injured. On Saturday morning five dead bodies had been recovered.

In the course of the typhoon two police launches were sunk, one in the central fairway and another nearer the shore. No lives were lost however in these incidents, our representative was informed when he went on board the Sui Tai which arrived in Hongkong at 12.20 to-day. The Sui Tai had ridden out the experience well and was in her usual trim except for a couple of small holes having been knocked in her side. Throughout the worst of the blow, whilst newer structures collapsed, the facade of San Paolo church stood out against the wind, and its survival in what must be regarded as the worst weather that Colony has experienced remains as a tribute to the strength of this ancient building.

TELEPHONE DAMAGE.

We are informed by Mr. H. S. Bennett, manager of the Telephone Co., that damage to the telephone plant is, on the whole, not very considerable. The outlying routes between North Point and Shaokwan, West Point and Pokfulam, Shamshui and Laichikok, Hunghom and Kowloon City, have all suffered rather much damage, but in the central part of the city and on the Peak the damage is chiefly restricted to individual telephone lines.

One of the Company's large submarine cables has been pulled out of the cable-house at Hunghom, with the result that the junction service between Hongkong and Kowloon is restricted. The remarkable feature of this damage is that the cable is an extremely heavy one, is anchored down by a ship's cable to a huge rock on the shore, also wound around another rock in a circle and fastened by heavy clamps in the cable-house. The whole cable has been torn away, obviously by a ship dragging her anchor. It is impossible yet to say when the damage will be repaired or a full telephone service to Kowloon restored.

THE LIGHT BRIGADE.

"The Light Brigade (Balacava) Fund is drawing to its close." These inevitable yet melancholy words occurred in a speech by the Duke of Connaught on the Royal Patriotic Fund. At the beginning of the year there were still two beneficiaries, Mr. W. H. Pennington, late trumpeter of the 11th Hussars, died on May Day at the age of 91. The sole surviving beneficiary is Mr. Edwin Hughes, who was Troop Sergeant-major of the 13th Hussars, and is 92. He is now the only N.C.O. who took part in the famous charge.

VICTROLA

and change full case away
MURRIE'S—Sole Agents

BORN IN HONGKONG.

Whole Family in Medical Practice.

The list issued in July of successful candidates for the degrees of M.B. and Ch.B. of the University of Edinburgh includes the names of Frank Blacklock Thomson, and Elsie Thomson, son and daughter of Dr. J.C. Thomson, formerly of the Hongkong Government Medical Service.

Dr. Thomson's older daughter, Miss Ruby Thomson, M.B., Ch.B., D.P.H., also a graduate of Edinburgh University, is Assistant Medical Officer of Health of the Borough of Fulham, London; so that the whole family, all of whom were born in Hongkong, are now qualified medical practitioners.

Dr. Frank Thomson served in the Royal Artillery throughout the war, and saw much active service on the French front; after the Armistice he retired with the rank of Captain. Dr. Elsie Thomson is also a Registered Nurse and a Member of the College of Nursing; and she served as a nurse during the war years.

OBITUARY.

Mr. Ho Shiu Lau.

The Chinese Y.M.C.A., and Christian Endeavour generally, have lost a valued worker by the death of Mr. Ho Shiu-lau, Acting General Secretary of the Y.M.C.A. Mr. Ho was operated upon at Tung Wah Hospital, but suffered from malaria, and the complications brought about his death at his home, on Saturday morning at 10 o'clock, at the early age of 38 years.

Mr. Ho had been 12 years in the Y.M.C.A., and was a most capable worker. His colleagues mourn him very keenly. He was also a Director of Ying Wah College, a member of To Tai Church, the Hongkong and New Territories Evangelisation Society, and other similar organisations, in which he was very active. Mr. Ho leaves a widow and one son, for whom the greatest sympathy will be felt. The funeral took place yesterday from the Rhenish Mission Church.

EARLIER TELEGRAMS.

CHINA'S ILLS.

London, Aug. 18. Bad as the present position in China undoubtedly is, says Sir John Jordan in the Times, it is no worse than it has been more than once in the past. He considers the causes of the present disorganisation and collapse of all authority as largely economic. He reviews events of the past thirty years showing how the former system of apportionment of revenue between Peking and the provinces has been displaced to the latter's considerable disadvantage until they have now ceased to send revenue to Peking and have declared a system of fiscal autonomy, which has reduced Peking to a shadow. Sir John examines and cites arguments against different suggestions for remedying the existing situation, but says he is inclined to favour the proposal for a conference. On the customs the surtax should be enlarged and a study made of the fiscal relations between Peking and the provinces. The conference should be held at Shanghai and should be widely representative. He declares that the Tutchens are not all bad and mentions good qualities displayed by Yen Hsi-han, Lu Yung-hsiang and even Chang Tso-lin. He concludes that without Chinese co-operation no effective or permanent remedy can be found for Chinese ills.

IRISH FREE STATE ELECTIONS.

London, Aug. 19. Nominations of candidates for the new Dail for the entire Free State were made yesterday. Altogether there are thirty constituencies with one hundred and fifty-three seats. Ernest Alton, Professors James Craig, and William Thrift, three independent sitting for the Dublin University in the late Dail, are the only unopposed candidates so far. Captain Redmond has been nominated for Waterford which his father represented in the House of Commons.

THE NEW BATTLESHIPS.

London, Aug. 19. The battleships Nelson and Rodney, now in the process of building at Chatham, each mount nine sixteen inch guns carried in triple turrets. This is an elaboration of an idea already introduced by the Japanese and American navies. Each gun is capable of hurling a twenty-five hundred pound shell. Another feature is the use of special antishell arrangements, which embody lessons learned in the Battle of Jutland where some of the British ships were sunk owing to shell flashes penetrating the magazines.

Paris, Aug. 18.

The gliders Vauville and Simon have remained in the air for forty-seven minutes and thirty-five seconds.

REVOLUTIONARIES SENTENCED.

Sofia, Aug. 19. A Plevna court has sentenced M. Oboff, Minister of Agriculture of M. Stambulsky's Government, to fifteen years' imprisonment in contumacia and to loss of rights for twenty-one years, for organising armed resistance to the present Government. Another ex-Government deputy was similarly sentenced to thirty-eight years' imprisonment, while others were sentenced to between two and four years' imprisonment. M. Oboff recently escaped to Czechoslovakia.

THE OIL TANK BLAZE.

San-Pedro, Aug. 18. A south-west wind is sweeping the flames in the direction of neighbouring residences, and hundreds are fleeing from the vicinity of the tank, carrying their personal effects.

DR. SUN AND THE POWERS.

The Monkey and the Chestnut.

The Tsun Wen Yat Po, a local vernacular paper, gives an interesting portion of Dr. Sun Yat-sen's recent speech to students in Canton which did not appear in the account we recently reproduced from a Canton contemporary. It is in relation to China and the Powers.

Dr. Sun is stated to have declared, in the course of the speech, that no good purpose would be served by boycotting Japanese goods. What Japan had done to China was just like a small boy slapping the face of an old man. What, therefore, was the value of reprisals? During the European war, all the Powers suffered terribly excepting Japan and America. During the Peace Conference, America backed up China, for which they all ought to be thankful, but it must be remembered that America, whilst assisting China, was also protecting herself. Therefore, if China did anything against Japan, it would give great pleasure to the other Powers. Dr. Sun then recalled the story of the monkey who wanted to pluck a roasted chestnut from the fire, but owing to the risks, the monkey asked a cat to get the nut, and when the latter had got it, the monkey snatched it from the cat's paw. At present, said Dr. Sun, China was the chestnut the Powers were the monkey, and Japan was the cat. He quoted this story to show that if China took any steps against Japan, she would only be walking into the trap set by the Powers.

NOT FAIR AT ALL.

It was a game of poker and it was a game that needed watching. Having watched for some time one of its members formed his conclusion and acted on it. "No boys," he announced, rising to his feet, "this is where I quit. This bunch ain't running straight—somebody's cheating. Brown ain't playing the hand I dealt him."

DAIRY FARM ICE CREAM

Irresistibly Delicious and Perfectly pure



A MELTING MOMENT

In Pint and Quart Bricks

In the following flavours

Vanilla,
Chocolate,
Lemon,Strawberry,
Raspberry,
Neapolitan,

OBTAINABLE AT OUR

Depot and Branches.

Exceptional Value

— in —

GOLF HOSE



We have just received a line of Knicker Hose which for quality, appearance and hard wear are unsurpassed, and are the best value ever offered

These excellent stockings in various weights and colours and in all sizes are

only \$4.00 per pair

YOU will want a pair of these,
— get them NOW at

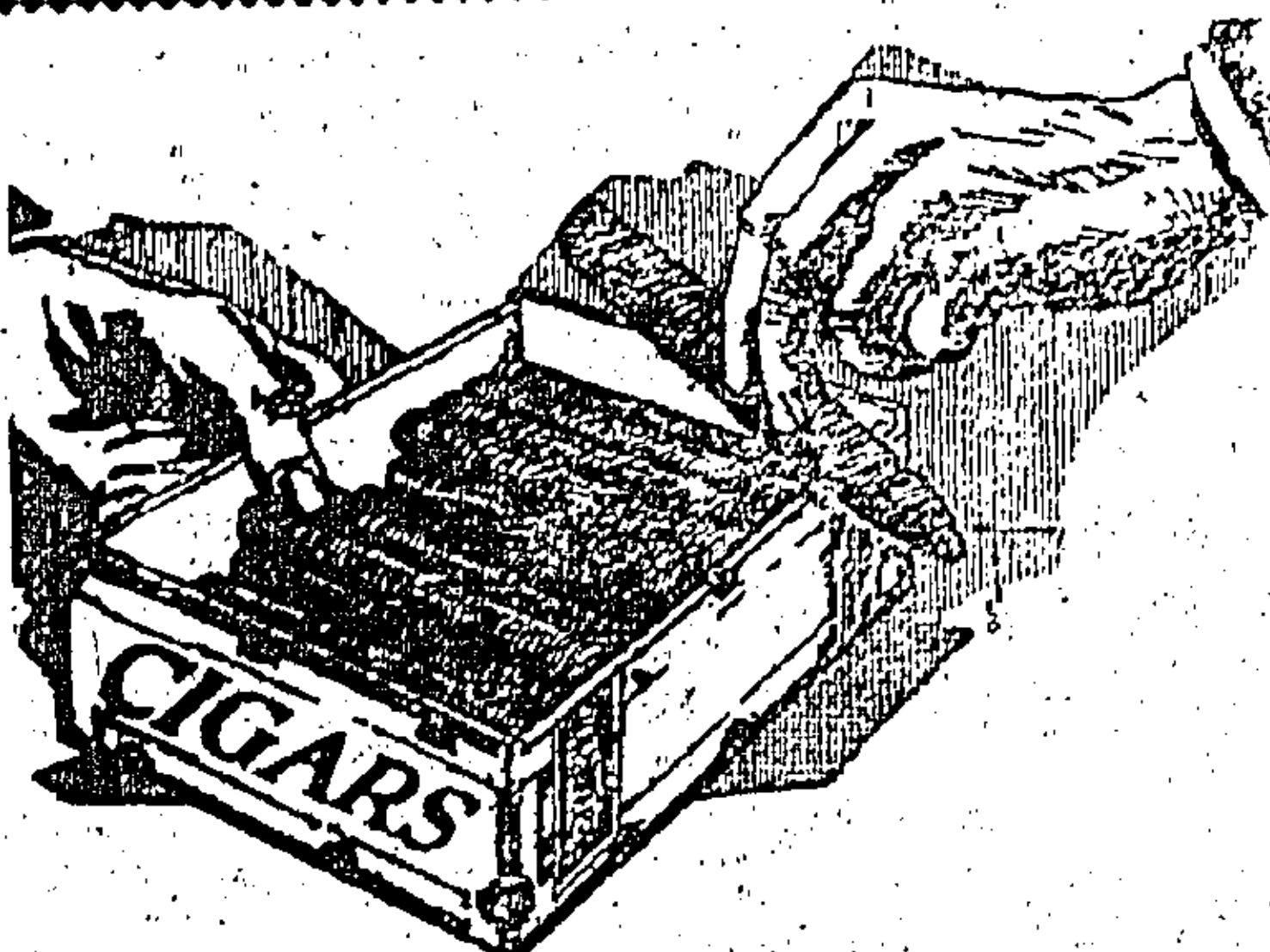
MACKINTOSH

& CO., LTD.

MEN'S WEAR SPECIALISTS.

Alexandra Building.

Des Voeux Road.



Have a cigar ! I can recommend
— them.

They came from

THE HONGKONG CIGAR STORE

Alexandra Building.

Wm. Powell Ltd.
Phone 346

SOMETHING USEFUL—SOMETHING LASTING.

CREPE RUBBER

Soled

SHOES.

MADE IN SMOOTH FINE BUCKSKIN, AND WHITE

CANVAS EXCEPTIONALLY LIGHT—HARDWEARING—

PRACTICAL. AN IDEAL SHOE FOR THE STRENUOUS

TENNIS PLAYER, THE KEEN GOLFER, THE EN-

THUSIASTIC WALKER, IT GIVES A FIRM AND SURE

GRIP UNDER ANY GROUND CONDITIONS AND ITS SPRING-

INESS BRINGS YOU HOME AS FRESH AS YOU

STARTED OUT.

A SPLENDIDLY MADE SHOE FROM \$7.50

100% RUBBER

PHONE CENTRAL 346 FOR A SELECTION

TO CHOOSE FROM

Wm. POWELL Ltd.

J. T. SHAW

A FINE COLLECTION OF MATERIALS FOR

GENT'S SUMMER WEAR.

SERGES, CABERDINES, DRILLS, PALM BEACH & C.

WE SPECIALISE IN

WHITE TROUSERS

In Flannel Caberdine & Serge and would appreciate an opportunity of Showing you these at

Beaconsfield Arcade

MESS JACKETS & BLACK ALPACA DINNER SUITS

CUT WITH PRECISION AND CARE.

TELEPHONE 693 CENTRAL.

CHAMPAGNES

Geo. Goulet 1914.

Bollinger 1915.

Lanson Pere & Fils 1911 & 1914.

POMMERY & GRENO Ex Sec.

SOLE AGENTS:

CALDBECK, MACGREGOR & CO., LTD.

15, Queen's Road Central. (Telephone Central No. 75)

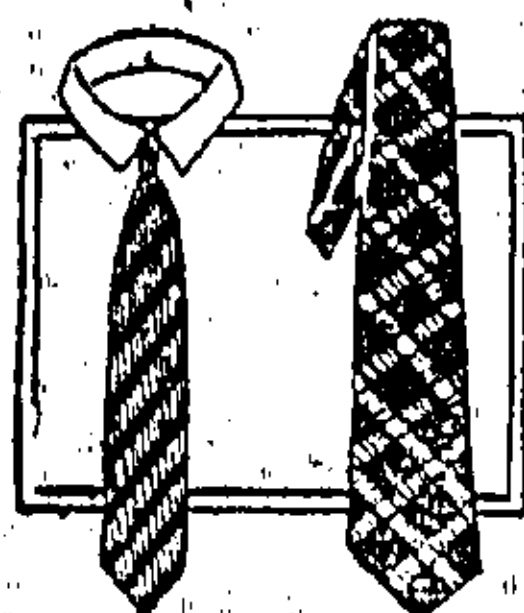
LET
US
DO
YOUR

NO MATTER WHETHER IT IS A SMALL
PICNIC PARTY—OR A BANQUET—IT IS SURE
TO BE A SUCCESS IF THE COMPLETE
CATERING IS IN THE HANDS OF

CAFE WISEMAN

LANE, CRAWFORD LIMITED.

Your Tie is a small, but



very noticeable part of your dress.

We have a large range of English silk ties in novel designs and spot effects, also stripes and checks in various colours and black and white. Call and look at them at

MACKINTOSH & CO., LTD.

ME'S WEAR SPECIALISTS

Alexandra Building Des Voeux Road

A LATE CONSIGNMENT

OF Dainty Summer Dresses

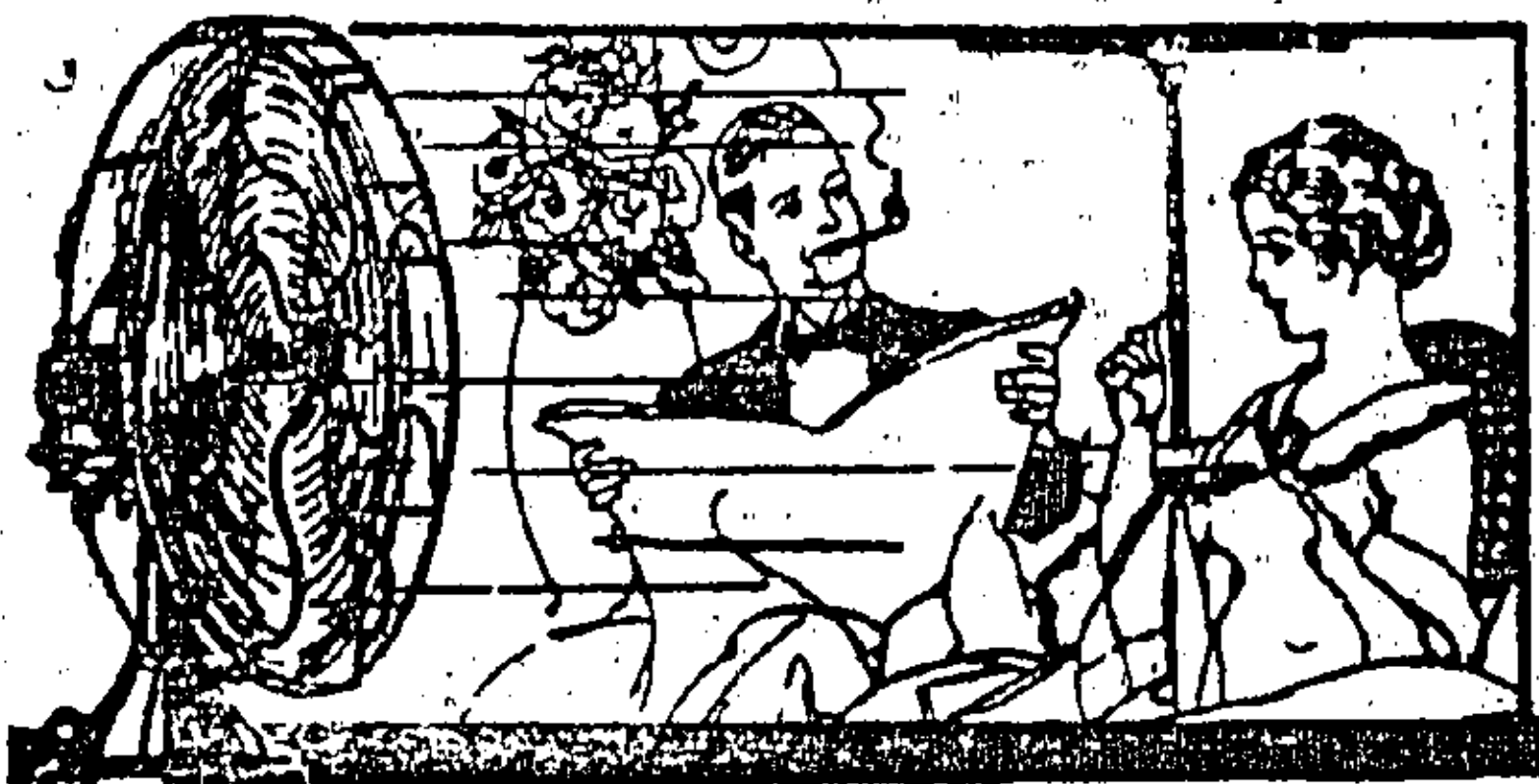
JUST ARRIVED

WILL BE SACRIFICED AT EXCEEDINGLY LOW PRICES TO MAKE ROOM FOR OTHER GOODS

MADELEINE PEARSON

ICE HOUSE STREET.

Next Door to Cafe Wiseman



My Dear, Our Home Is Like An Oasis In This Heat.

ALL FANS GREATLY REDUCED.

With the hottest part of summer still before us, the purchase of an electric fan is the wisest investment you can make

ELECTRICAL DEPARTMENT.

THE HONGKONG HOTEL COMPANY, LIMITED.

NOTHING IS "JUST AS GOOD AS"

SCHEWPE'S SQUASH

—AND REALLY—IT IS VERY EASY FOR YOU TO PROVE THIS ASSERTION!

SCHWEPPE'S PRODUCTS REPRESENT

THE WORLD'S STANDARD OF PURITY & EXCELLENCE.

YEE SANG FAT CO.

Just Arrived

A LARGE SHIPMENT OF LATEST STYLE

WARDROBE AND CABIN TRUNKS

ALL AT

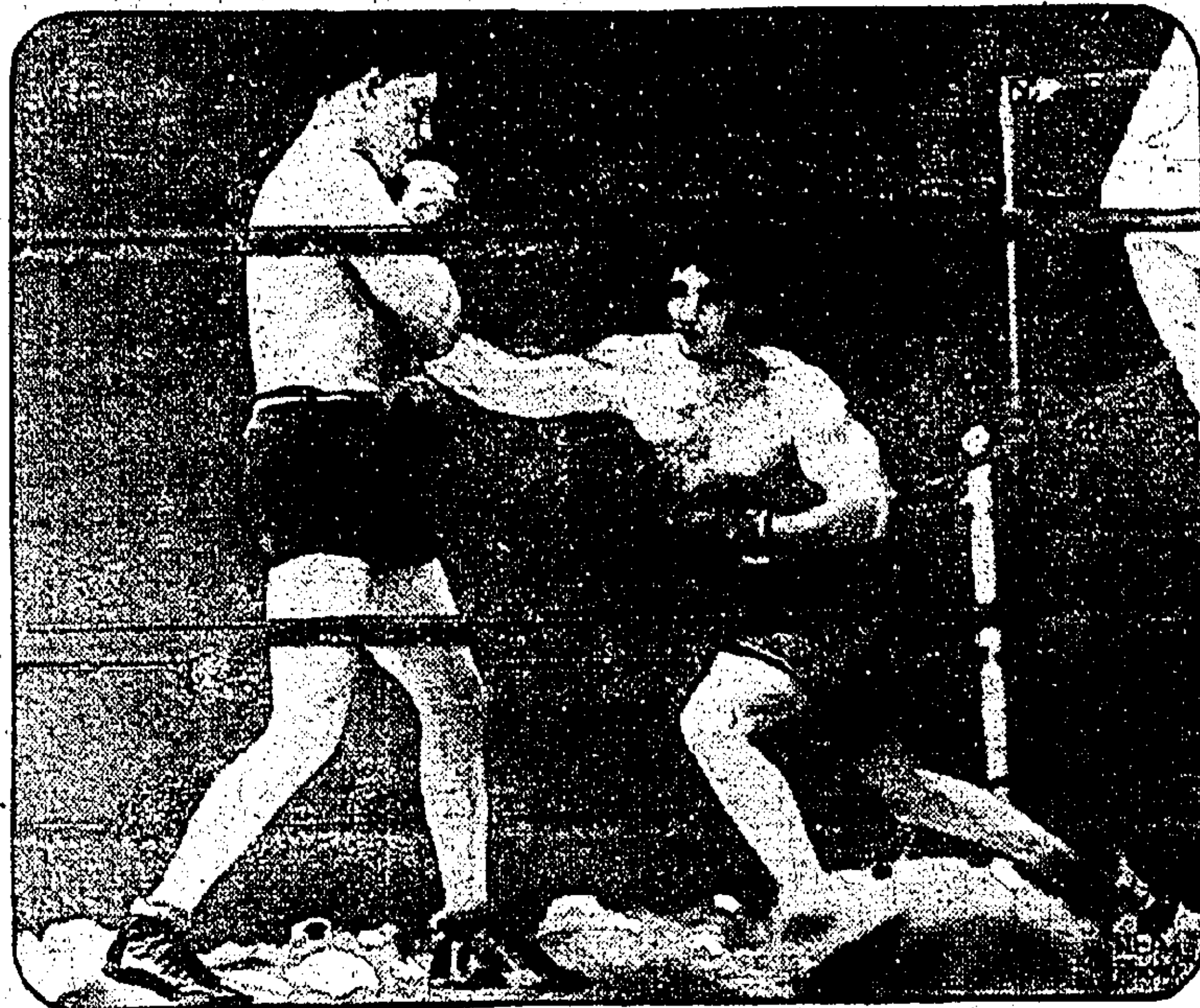


20% DISCOUNT

YEE SANG FAT CO.

34, Queen's Road Central.

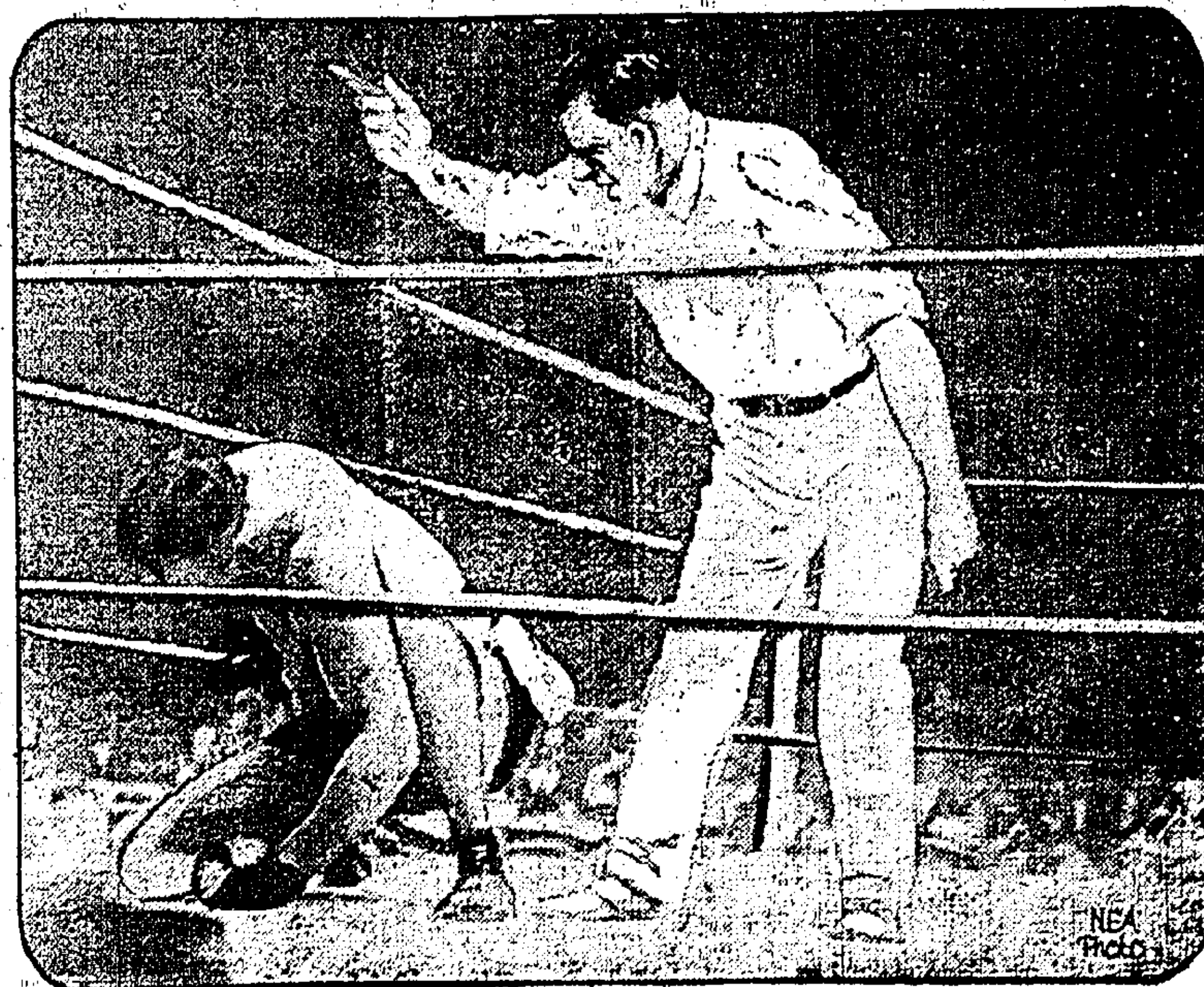
CAMERA NEWS.



An unusual picture, taken at night, shows the crouching attack of Luis Angel Firpo, Argentine heavyweight, landing on Jess Willard just before he put over the right to the jaw that knocked out the American in the eighth round.



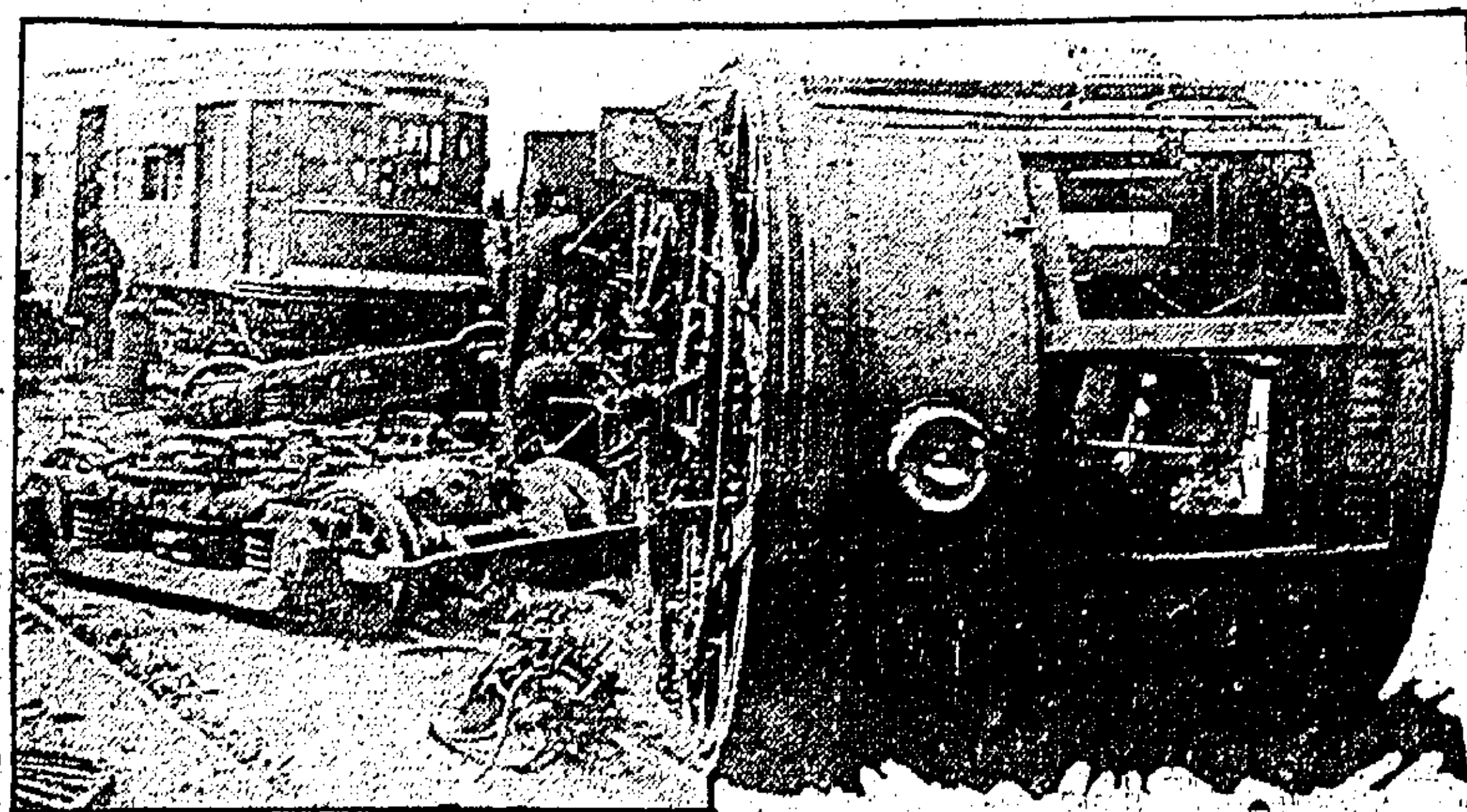
More than 400 girls of the Nippon Female Commercial College are being given rifle instruction by the First Regiment of Infantry at Tokyo.



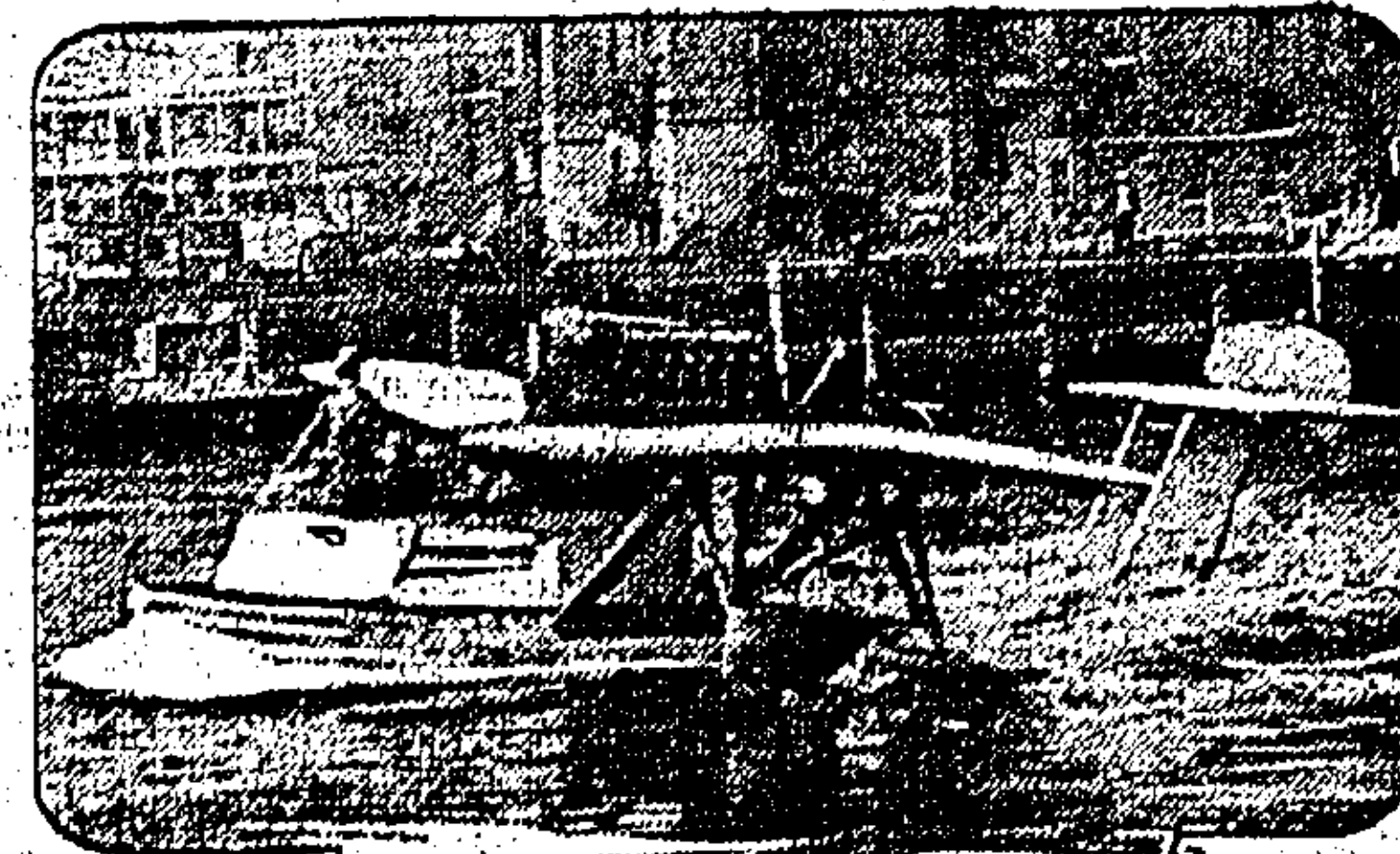
Willard being counted out.



Dr. Rufus B. Von Kleinsmid, president of the University of Southern California (right), conferring the honorary degree of doctor of laws upon William G. McAdoo, Ex-President Wilson's son-in-law, at the college graduation exercises in Los Angeles.



Forty persons were injured, when a two-car high-speed trolley train jumped the tracks and overturned near the Gratiwick, a Buffalo suburb. A work train had left a switch open, it is said, and that caused the accident.



This flying boat, just launched, is the first in the air taxi service between New York and the fashionable summer colony at Newport. It will fly on a 90-minute schedule.

PACIFIC SHIPPING.



HOME VIA CANADA

HONGKONG TO ENGLAND.

From	Due	From	Due
Shanghai	Sept. 24	Montreal	Sept. 21
Nagasaki	Sept. 24	Canada	Sept. 21
Kobe	Sept. 24	Emp. of Scotland	Sept. 21
Yokohama	Sept. 24	Emp. of France	Sept. 21
Vancouver	Sept. 24	Emp. of Scotland	Sept. 21
Montreal	Sept. 21	Emp. of France	Sept. 21
Canada	Sept. 21	Emp. of Scotland	Sept. 21
Emp. of Australia	Sept. 21	Emp. of France	Sept. 21
Emp. of Asia	Sept. 21	Emp. of Scotland	Sept. 21
Emp. of Canada	Sept. 21	Emp. of France	Sept. 21
Emp. of Russia	Sept. 21	Emp. of Scotland	Sept. 21

Other Atlantic sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg & Hamburg. Allotment of Cabins on Atlantic Steamers held here and through tickets issued. Early reservation necessary.

Three Trans-continental Trains Daily. Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

Hongkong Office
Passenger Department Tel. 752 Cables GACANPAC
Freight & Express Tel. 42 Cables NAUTILUS



Reduced Fare to Europe £120-£112.

First Class Throughout.

HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI THE ISLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN"

Steamers	Tons	Leave H'kong	Steamers	Tons	Leave H'kong
SHIRINO M.	22,000	Aug. 31	TENYO M.	22,000	Oct. 25
SIBERIA M.	20,000	Sept. 15	KOREA M.	20,000	Nov. 1
TAIYO M.	22,000	Sept. 26			

Calling at Manila. Calling at Dairen. Calling at Keelung.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

Steamers	Tons	Leave Hongkong
GINYO MARU	18,000	Sept. 5
ANYO MARU	14,000	Oct. 20
SEIYO MARU	14,000	Dec. 4
RAKUYO MARU	17,500	Jan. 15

JAPAN-HONGKONG-JAVA SERVICE

Steamers	Tons	Leave Hongkong
OSAKA	18,000	Sept. 5
KOBE	14,000	Oct. 20
MOJI	14,000	Dec. 4
DAIREN	14,000	Jan. 15

Osaka, Kobe, Moji, Dairen, H'kong, B'via, S'rang & Sourabaya. Leaving Hongkong.

NEW YORK LINE

(Freight Only.)

VIA JAVA AND SUEZ.

Steamers	Tons	Leave Hongkong
MEIYO MARU	18,000	30th Sept.

For full information regarding passengers, freight and sailings apply to: Y. TSUTSUMI, Manager, King's Building. Tel. Central Nos. 2374 & 2375. Agents at Canton: Messrs. T. E. GRIFFITH, LTD.

STRUTHERS & BARRY.

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

To Los Angeles & San Francisco from H'kong by Direct Route.

U.S.S.B.	West Chopaka	Due Hongkong	1st Sept.
U.S.S.B.	West Carmona	Due Hongkong	1st Sept.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS, THROUGH BILLS OF LADING ISSUED TO U.S. & CANADIAN OVERLAND POINTS.

To Manila, Cebu, Iloilo and Sambaanga.

U.S.S.B.	West Chopaka	Due Hongkong	Leaves Hongkong
U.S.S.B.	West Carmona	Due Hongkong	Leaves Hongkong

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED. For Full Information apply to: STRUTHERS & BARRY.

L. EVERETT, General Agent for Japan-China-Philippines. K. A. HEYUM, Actg. Res. Agent. (ad)-China-Straits & Java.

SERVICE TO NEW YORK.

NEW YORK and or BOSTON via PANAMA.

S.S. BELBECK ... 19th August.

For freight, space and particulars apply to:

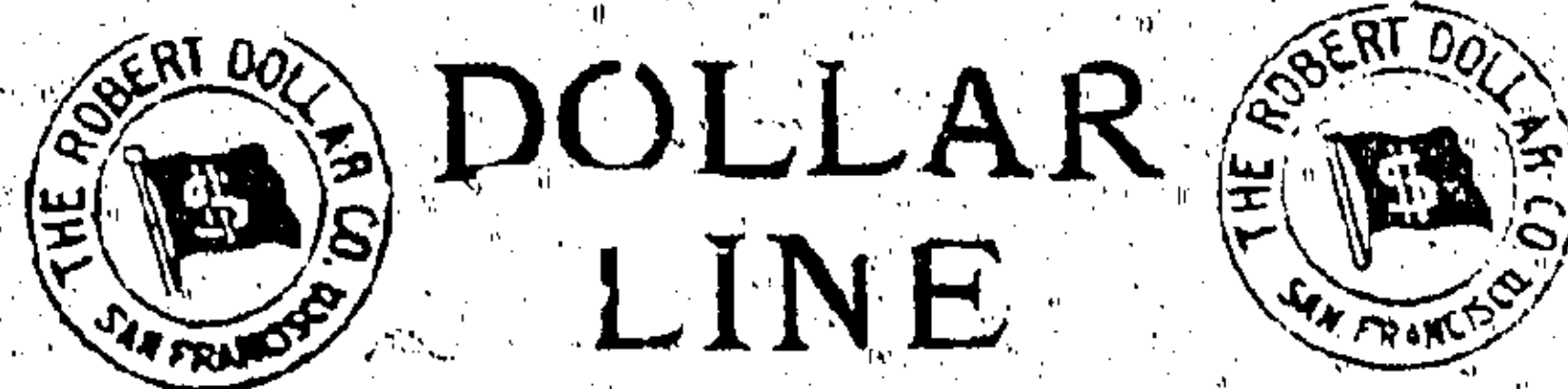
BARBER STEAMSHIP LINE, INC.

ADMIRAL ORIENTAL LINE.

AGENTS.

4 Des Vaux Ed. C. H.K. & Shanghai Bldg. 2nd Floor. Telephone Central 2477 & 2478.

PACIFIC SHIPPING.



SAILINGS FROM HONGKONG.

For Boston and New York. S.S. ESTHER DOLLAR ... Middle September.

For New York, Baltimore and Boston. S.S. STUART DOLLAR ... End of October.

For San Pedro, San Francisco and Vancouver. S.S. GRACE DOLLAR ...

For San Francisco and San Pedro. S.S. STUART DOLLAR ... End of October.

For Rates and Particulars Apply to

THE ROBERT DOLLAR CO.

DEACON & Co. No. 4A Des Vaux Road. Tel. Central 792 & 795.

COMPANIA TRASATLANTICA DE BARCELONA

MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID, BARCELONA & CADIZ.

SHANGHAI, NAGASAKI, KOBE & YOKOHAMA. ISLE DE PANAY Aug. 25.

The steamers of this Company are classed 100 A1 at Lloyd's and are fitted with every modern convenience for comfort and safety of passengers. Stewards and Doctor carried.

For particulars of freight or passage apply to: BOTELHO BROS. (Tel. 1331) Alexandra Building, Hongkong.

THE BLUE FUNNEL LINE

REGULAR AND FAST-FREIGHT AND PASSENGER SERVICE

LONDON SERVICE

Steamers	4th Sept.	Marseilles, London & Rotterdam
LYCAON	17th Sept.	London, Rotterdam & Hamburg
MENTOR	24th Sept.	London, Rotterdam & Hamburg
AGAPENOR	8th Oct.	London & Rotterdam

LIVERPOOL SERVICE

Steamers	1st Sept.	M'les, Havre, Liverpool & Glasgow
AGAMEMNON	1st Sept.	Genoa, M'les, Liverpool & Glasgow
PROMETHEUS	1st Oct.	M'les, Havre, Liverpool & Glasgow

PASSENGER SERVICE

Steamers	12th Sept.	Victoria, Seattle & Vancouver
ACHILLES	26th Sept.	Victoria, Seattle & Vancouver

NEW YORK SERVICE

Steamers	5th Sept.	via Suez & Boston
ANTILCHUS	15th Sept.	via Suez & Boston

PASSENGER SERVICE

Steamers	1st Sept.	for Moji, Kobe & Yokohama
PATROCLUS	4th Sept.	for Singapore, Marseilles & London
MENTOR	24th Sept.	for Singapore & London
TEIRESIAS	5th Nov.	for Singapore & London
SARPEDON	11th Dec.	for Singapore, Marseilles & London

For Freight and Passage Rates and all Information Apply to: BUTTERFIELD & SWIRE (JOHN SWIRE & SONS, LTD.) AGENTS.

BOSTON & NEW YORK.

Joint service of the

"BLUE FUNNEL" LINE

Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong.	via Suez Canal	25th Aug.
S.S. CITY OF BOSTON	via Suez Canal	5th Sept.
S.S. ANTILCHUS	via Suez Canal	15th Sept.
S.S. BELLEROPHON	via Suez Canal	25th Sept.

Steamers proceed via Suez Canal or Panama Canal at Owners' option. Subject to change without notice.

For freight and particulars apply to: BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG. (John Swire & Sons, Ltd.) Hongkong & Canton. HOLYOAK, MASSEY & Co. Ltd., CANTON.

VEREENIGDE NEDERLANDSCHE SCHEEPVAART MAATSCHAPPIJ.



(United Netherlands Navigation Company)

HOLLAND-OOST AZIE LIJN

(Holland-East Asia Line)

(Members of the Straits, China and Japan Conferences.)

Taking cargo for Belgian, Netherlands, German and all North European ports on direct or optional Bills of Lading, also to United Kingdom ports on optional Bills of Lading only.

ARRIVALS FROM EUROPE:

S.S. KERTOSONO	due Hongkong about	28th Aug.
S.S. OOSTERK	"	25th Sept.
S.S. OUDERK	"	23rd Oct.

SAILINGS TO EUROPE:

Steamers	For	Sailing on or about
SAPARONA	R'dam, A'dam, Hamburg, Bremen	8th Sept.
KERTOSONO	A'dam, R'dam, Hamburg, Bremen	6th Oct.

For full particulars please apply to: JAVA CHINA JAPAN LYN. General Agents. York Building.

NOTICE.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

STEAM FOR SINGAPORE, PENANG, COLOMBO AND BOMBAY.

THROUGH BILLS OF LADING ISSUED FOR EGYPT, MEDITERRANEAN AND CONTINENTAL PORTS AND LONDON.

THE Steamship

"ALIPORE"

carrying His Majesty's Mails, will be despatched from this port at Noon, on THURSDAY, the 23rd August, taking Cargo for the above Ports.

Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carrying Steamer for Marseilles and London.

Parcels will be received at the Office until 5 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to: MACKINNON MACKENZIE & CO. Agents.

Hongkong, 25th. August, 1923.

THE COWIE HARBOUR COAL CO., LTD.

SILIMPON COAL

THE undersigned are prepared to quote prices for best quality freshly mined Silimpopon Coal, trimmed into Bunkers at Sebatik or Sandakan (British North Borneo), and to contract for regular Supplies of cargo lots at favourable rates.

Steamers calling at Sebatik or Sandakan exclusively for Bunkers are exempt from payment of ordinary Port Charges. The minimum draft of water alongside the Company's Wharf at Sebatik is 26 feet at low water Spring Tides. Charts of Cowie Bay (Sebatik Harbour) and any required information concerning the Port may be had on application to:

GIBB, LIVINGSTON & CO. LTD. Agents.

The Cowie Harbour Coal Co. Ltd.



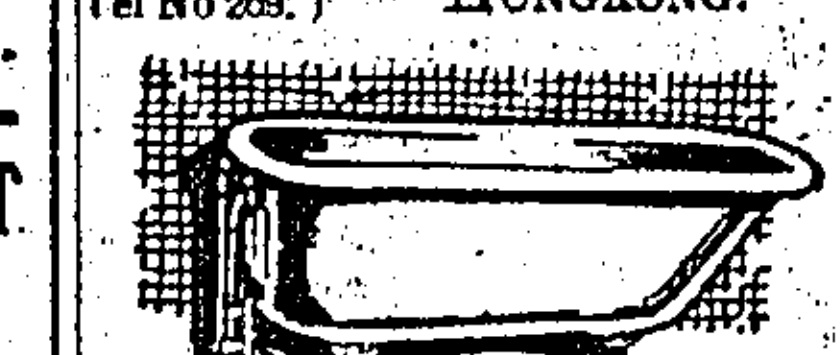
Over 40 years ago the Late Lord Beauchamp was cured of his asthma by Himrod's Asthma Cure, and every post brings similar letters to day.

PAID FOR 50 YEARS held in time by all Chemists and Druggists throughout the country BEWARE OF IMITATIONS

C.E. WARREN & CO. LTD.

SANITARY ENGINEERS. MONUMENTALISTS

Offices & Godowns Tel No 263. 98A Wanchai Rd. HONGKONG.



ESTIMATES FREE FOR ALL INSTALLATIONS

SPECIALISTS IN MARBLE & GRANITE MEMORIALS

JAPANESE BOOT & SHOE MAKING EXPERT


















































































































































































































for Ladies and Gentlemen

S. NAKAO (FAT MAN) (Late with Nakao & Co.) Now Situated Corner Flower Street.

HONGKONG STORM SIGNAL CODE (Local).

Revised on 1st June, 1920.

DAY SIGNALS.

1.		(RED) A typhoon exists which may possibly cause a gale.
2.		" " " " " " " " " " " "
3.		Gale expected from the North (N.W. to N.E.)
4.		" " " " " " " " " " " "
5.		" " " " " " " " " " " "
6.		" " " " " " " " " " " "
7.		" " " " " " " " " " " "
8.		" " " " " " " " " " " "
9.		" " " " " " " " " " " "
10.		" " " " " " " " " " " "
11.		" " " " " " " " " " " "
12.		" " " " " " " " " " " "
13.		" " " " " " " " " " " "
14.		" " " " " " " " " " " "
15.		" " " " " " " " " " " "
16.		" " " " " " " " " " " "
17.		" " " " " " " " " " " "
18.		" " " " " " " " " " " "
19.		" " " " " " " " " " " "
20.		" " " " " " " " " " " "
21.		" " " " " " " " " " " "
22.		" " " " " " " " " " " "
23.		" " " " " " " " " " " "
24.		" " " " " " " " " " " "
25.		" " " " " " " " " " " "
26.		" " " " " " " " " " " "
27.		" " " " " " " " " " " "
28.		" " " " " " " " " " " "
29.		" " " " " " " " " " " "
30.		" " " " " " " " " " " "
31.		" " " " " " " " " " " "
32.		" " " " " " " " " " " "
33.		" " " " " " " " " " " "
34.		" " " " " " " " " " " "
35.		" " " " " " " " " " " "
36.		" " " " " " " " " " " "
37.		" " " " " " " " " " " "
38.		" " " " " " " " " " " "
39.		" " " " " " " " " " " "
40.		" " " " " " " " " " " "
41.		" " " " " " " " " " " "
42.		" " " " " " " " " " " "
43.		" " " " " " " " " " " "
44.		" " " " " " " " " " " "
45.		" " " " " " " " " " " "
46.		" " " " " " " " " " " "
47.		" " " " " " " " " " " "
48.		" " " " " " " " " " " "
49.		" " " " " " " " " " " "
50.		" " " " " " " " " " " "
51.		" " " " " " " " " " " "
52.		" " " " " " " " " " " "
53.		" " " " " " " " " " " "
54.		" " " " " " " " " " " "
55.		" " " " " " " " " " " "
56.		" " " " " " " " " " " "
57.		" " " " " " " " " " " "
58.		" " " " " " " " " " " "
59.		" " " " " " " " " " " "
60.		" " " " " " " " " " " "
61.		" " " " " " " " " " " "
62.		" " " " " " " " " " " "
63.		" " " " " " " " " " " "
64.		" " " " " " " " " " " "
65.		" " " " " " " " " " " "
66.		" " " " " " " " " " " "
67.		" " " " " " " " " " " "
68.		" " " " " " " " " " " "
69.		" " " " " " " " " " " "
70.		" " " " " " " " " " " "
71.		" " " " " " " " " " " "
72.		" " " " " " " " " " " "
73.		" " " " " " " " " " " "
74.		" " " " " " " " " " " "
75.		" " " " " " " " " " " "
76.		" " " " " " " " " " " "
77.		" " " " " " " " " " " "
78.		" " " " " " " " " " " "
79.		" " " " " " " " " " " "
80.		" " " " " " " " " " " "
81.		" " " " " " " " " " " "
82.		" " " " " " " " " " " "
83.		" " " " " " " " " " " "
84.		" " " " " " " " " " " "
85.		" " " " " " " " " " " "
86.		" " " " " " " " " " " "
87.		" " " " " " " " " " " "
88.		" " " " " " " " " " " "
89.		" " " " " " " " " " " "
90.		" " " " " " " " " " " "
91.		" " " " " " " " " " " "
92.		" " " " " " " " " " " "
93.		" " " " " " " " " " " "
94.		" " " " " " " " " " " "
95.		" " " " " " " " " " " "
96.		" " " " " " " " " " " "
97.		" " " " " " " " " " " "
98.		" " " " " " " " " " " "
99.		" " " " " " " " " " " "
100.		" " " " " " " " " " " "
101.		" " " " " " " " " " " "
102.		" " " " " " " " " " " "
103.		" " " " " " " " " " " "
104.		" " " " " " " " " " " "
105.		" " " " " " " " " " " "
106.		" " " " " " " " " " " "
107.		" " " " " " " " " " " "
108.		" " " " " " " " " " " "
109.		" " " " " " " " " " " "
110.		" " " " " " " " " " " "
111.		" " " " " " " " " " " "
112.		" " " " " " " " " " " "
113.		" " " " " " " " " " " "
114.		" " " " " " " " " " " "
115.		" " " " " " " " " " " "
116.		" " " " " " " " " " " "
117.		" " " " " " " " " " " "
118.		" " " " " " " " " " " "
119.		" " " " " " " " " " " "
120.		" " " " " " " " " " " "
121.		" " " " " " " " " " " "
122.		" " " " " " " " " " " "
123.		" " " " " " " " " " " "
124.		" " " " " " " " " " " "
125.		" " " " " " " " " " " "
126.		" " " " " " " " " " " "
127.		" " " " " " " " " " " "
128.		" " " " " " " " " " " "
129.		" " " " " " " " " " " "
130.		" " " " " " " " " " " "
131.		" " " " " " " " " " " "
132.		" " " " " " " " " " " "
133.		" " " " " " " " " " " "
134.		" " " " " " " " " " " "
135.		" " " " " " " " " " " "
136.		" " " " " " " " " " " "
137.		" " " " " " " " " " " "
138.		" " " " " " " " " " " "
139.		" " " " " " " " " " " "
140.		" " " " " " " " " " " "
141.		" " " " " " " " " " " "
142.		" " " " " " " " " " " "
143.		" " " " " " " " " " " "
144.		" " " " " " " " " " " "
145.		" " " " " " " " " " " "
146.		" " " " " " " " " " " "
147.		" " " " " " " " " " " "
148.		" " " " " " " " " " " "
149.		" " " " " " " " " " " "
150.		" " " " " " " " " " " "
151.		" " " " " " " " " " " "
152.		" " " " " " " " " " " "
153.		" " " " " " " " " " " "
154.		" " " " " " " " " " " "
155.		" " " " " " " " " " " "
156.		" " " " " " " " " " " "
157.		" " " " " " " " " " " "
158.		" " " " " " " " " " " "
159.		" " " " " " " " " " " "
160.		" " " " " " " " " " " "
161.		" " " " " " " " " " " "
162.		" " " " " " " " " " " "
163.		" " " " " " " " " " " "
164.		" " " " " " " " " " " "
165.		" " " " " " " " " " " "
166.		" " " " " " " " " " " "
167.		" " " " " " " " " " " "
168.		" " " " " " " " " " " "
169.		" " " " " " " " " " " "
170.		" " " " " " " " " " " "
171.		" " " " " " " " " " " "
172.		" " " " " " " " " " " "
173.		" " " " " " " " " " " "
174.		" " " " " " " " " " " "
175.		" " " " " " " " " " " "
176.		" " " " " " " " " " " "
177.		" " " " " " " " " " " "
178.		" " " " " " " " " " " "
179.		" " " " " " " " " " " "
180.		" " " " " " " " " " " "
181.		" " " " " " " " " " " "
182.		" " " " " " " " " " " "
183.		" " " " " " " " " " " "
184.		" " " " " " " " " " " "
185.		" " " " " " " " " " " "
186.		" " " " " " " " " " " "
187.		" " " " " " " " " " " "
188.		" " " " " " " " " " " "
189.		" " " " " " " " " " " "
190.		" " " " " " " " " " " "
191.		" " " " " " " " " " " "
192.		" " " " " " " " " " " "
193.		" " " " " " " " " " " "
194.		" " " " " " " " " " " "
195.		" " " " " " " " " " " "
196.		" " " " " " " " " " " "
197.		" " " " " " " " " " " "
198.		" " " " " " " " " " " "
199.		" " " " " " " " " " " "
200.		" " " " " " " " " " " "
201.		" " " " " " " " " " " "
202.		" " " " " " " " " " " "
203.		" " " " " " " " " " " "
204.		" " " " " " " " " " " "
205.		" " " " " " " " " " " "
206.		" " " " " " " " " " " "
207.		" " " " " " " " " " " "
208.		" " " " " " " " " " " "
209.		" " " " "

Signal No. 7 will be accompanied by three explosive bombs, fired at intervals of 10 seconds at the Water Police Station and repeated at the Harbour Office.

The signals will be lowered when it is considered that all danger is over. The Day Signals will be displayed on the Radio mast at the Royal Observatory, the Harbour Office, H.M.S. Ferry, Green Island Signal, and the Signal on the premises of the Longwood and Kowloon Wharf and Godown Company at Kowloon, the Signal on the premises of the Standard Oil Company at Lai-shi-wei, and the Signal on the premises of the Standard Oil Company at Lai-shi-wei.

NIGHT SIGNALS (LAMPS).

1.	2.	3.	4.	5.	6.	7.
WHITE	WHITE	GREEN	GREEN	WHITE	GREEN	RED
WHITE	GREEN	WHITE	GREEN	WHITE	GREEN	RED

The Night Signals will be displayed, at dusk, on the Radio mast at the Royal Observatory, on the lower of the Radio mast at H.M.S. Ferry, and on the Standard Oil Company's mast at Lai-shi-wei. The signals will be lowered when it is considered that all danger is over. The Night Signals will be displayed on the Radio mast at the Royal Observatory, the Harbour Office, H.M.S. Ferry, Green Island Signal, and the Signal on the premises of the Longwood and Kowloon Wharf and Godown Company at Kowloon, the Signal on the premises of the Standard Oil Company at Lai-shi-wei, and the Signal on the premises of the Standard Oil Company at Lai-shi-wei.

SUPPLEMENTARY WARNINGS.

When local signals are displayed in the Harbour, the following will be exhibited at the following stations:

GAO ROCK, TAI KOU, TAI KOU, TAI KOU, TAI KOU, TAI KOU, TAI KOU.

CHINA SEAS STORM SIGNAL CODE.

(Operation in Hongkong from the 1st June, 1920.)

1. The signals are made by means of certain symbols, each corresponding, in English, to a number:

1	2	3	4	5	6	7	8	9	10
—	—	—	—	—	—	—	—	—	—

2. The signals are hoisted at the yard-arm and the masthead of the Signal Mast at the Royal Observatory, and have the following general characteristics:

(a) Symbols at one yard-arm showing the position of the typhoon.

(b) Symbols at the other yard-arm showing the direction of the typhoon.

(c) Symbols at the masthead showing the intensity of the typhoon.

(d) Symbols at the masthead showing the direction of the typhoon.

(e) Symbols at the masthead showing the intensity of the typhoon.

(f) Symbols at the masthead showing the direction of the typhoon.

(g) Symbols at the masthead showing the intensity of the typhoon.

(h) Symbols at the masthead showing the direction of the typhoon.

(i) Symbols at the masthead showing the intensity of the typhoon.

(j) Symbols at the masthead showing the direction of the typhoon.

(k) Symbols at the masthead showing the intensity of the typhoon.

(l) Symbols at the masthead showing the direction of the typhoon.

(m) Symbols at the masthead showing the intensity of the typhoon.

(n) Symbols at the masthead showing the direction of the typhoon.

(o) Symbols at the masthead showing the intensity of the typhoon.

(p) Symbols at the masthead showing the direction of the typhoon.

(q) Symbols at the masthead showing the intensity of the typhoon.

(r) Symbols at the masthead showing the direction of the typhoon.

(s) Symbols at the masthead showing the intensity of the typhoon.

(t) Symbols at the masthead showing the direction of the typhoon.

(u) Symbols at the masthead showing the intensity of the typhoon.

(v) Symbols at the masthead showing the direction of the typhoon.

(w) Symbols at the masthead showing the intensity of the typhoon.

(x) Symbols at the masthead showing the direction of the typhoon.

Shipping to Europe, Australia, and other Ports

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

COMPANIES INCORPORATED IN ENGLAND

TO
INDIA, JAVA, SUMATRA, CEYLON, INDIA, PERSIAN GULF, WEST
INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA
INCLUDING NEW ZEALAND & QUEENSLAND PORTS.
RED SEA, SUEZ, EUROPE, ETC.**PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS**
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

Ship	Tonnage	From Hong Kong (about)	Destination
KASHMIR	8,960	22 Aug. noon	M's, Gib, L'don & A'worp
ALIPORE	5,273	23 Aug. noon	S'pore, P'ang, 'bo & B'bay
MAEEDONIA	11,089	7th Sept.	B'bay, M's, L'don, A'worp
SICILIA	6,413	20th Sept.	S'pore, P'ang, C'bo & B'bay
DONGOLA	8,083	21st Sept.	M's, Gib, L'don & A'worp

BRITISH INDIA-APCAR SAILINGS (South)

Ship	Tonnage	From Hong Kong (about)	Destination
JAPAN	6,052	1st Sept.	S'pore, Penang & Calcutta
ANUS	4,824	4th Sept.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

Ship	Tonnage	From Hong Kong (about)	Destination
EASTERN	14,000	1st Sept.	Manila, Thursday Is.
ARAFURA	6,000	6th Oct.	Townsville, Brisbane, Sydney & Melbourne.

Passenger accommodations from Australia with the following:
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.

Shipping to Europe, Australia, and other Ports.

SAILINGS SUBJECT TO ALTERATION.
VICTORIA, SEATTLE & VANCOUVER via S'hai & Japan ports.
Through Bills of Lading issued to all Overland Common Points in U.S.A. & Canada.
Through passage rates to Europe via America G. \$405, G. \$420, G. \$440.SHIDZUKA MARU... Wednesday, 5th Sept. at 11 a.m.
KAGA MARU... Monday, 15th Oct.
MARSEILLES, LONDON & ANTWERP via Singapore, &c.
HAKONE MARU... Tuesday, 21st Aug. at 4 p.m.
SUWA MARU... Wednesday, 29th Aug. at 11 a.m.

HAMBURG via LONDON & ROTTERDAM.

MATSUYE MARU... First half Sept.

LIVERPOOL via MARSEILLES & VALENCIA.

DURBAN MARU... First half Sept.

SYDNEY & MELBOURNE via Manila, &c.

TAYGO MARU... Wednesday, 19th Sept.

YOSHINO MARU... Wednesday, 29th Aug. at 11 a.m.

NEW YORK and/or BOSTON via PANAMA.

LISEON MARU... Friday, 31st Aug.

BUENOS AIRES via S'pore, Durban & Cape Town.

KANAGAWA MARU... End of Oct. or beginning Nov.

BOMBAY via Singapore, Penang & Colombo.

WAKASA MARU... Monday, 27th Aug.

CALCUTTA via Singapore, Penang & Rangoon.

RANGOON MARU... Thursday, 30th Aug.

NAOASAKI, KOBE & YOKOHAMA.

SHANGHAI, KOBE & YOKOHAMA.

LIVERPOOL MARU... Tuesday, 31st Aug.

MURORA MARU... Sunday, 26th Aug.

HAKAZAKI MARU... Tuesday, 28th Aug.

For further information apply to— NIPPON YUSEN KAISHA.

Tel. Central Nos. 292, 293 & 2422. F. OGURI, Manager.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR BOSTON & NEW YORK via SUEZ.

S.S. "EGREMONT CASTLE" Sailing on or about 19th Aug.

S.S. "BOWES CASTLE" Sailing on or about 12th Sept.

LLOYD TRIESTINO.

Taking Cargo for Genoa, Naples, Venice, Trieste and all other Italian Ports also cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS. REDUCED FARE FROM HONGKONG TO ITALIAN PORTS £66.

FOR SHANGHAI, YOKOHAMA & KOBE.

S.S. "ROSANDRA" ... Sailing on or about 2nd Sept.

S.S. "VENEZIA" ... Sailing on or about 2nd Oct.

For BRINDISI, VENICE & TRIESTE.

Via Singapore, Penang and Colombo.

S.S. "TRIESTE" ... Sailing on or about 2nd Sept.

S.S. "ROSANDRA" ... Sailing on or about 2nd Sept.

S.S. "VENEZIA" ... Sailing on or about 2nd Oct.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO, TO SOUTH AFRICAN PORTS.

S.S. "UMSINGA" Sailing from Calcutta on or about 25th Sept.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.,

Telephone Central 1030. Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.

SAILING (SUBJECT TO ALTERATION)

Steamer... Arrives Hongkong... Leaves Hongkong...

CHANGSHA... 25th Aug... 28th Aug. 4 p.m.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

(JOHN SWIRE & SON, LTD.)

Telephone Central No. 35. Agents.

"ELLERMAN" LINE.

(Ellerman & Bucknall S.S. Co., Ltd.)

UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

"Kasama" 3rd Sept. Shanghai, Kobe & Yokohama.

HOMEWARDS.

"City of Glasgow" 28th Aug. M's, London, R'dam, H'burg.

PASSAGE RATES TO LONDON.

A Class Steamers 1st Class £92.— 2nd Class £62.—

B Class Steamers 1st Class £84.— 2nd Class £56.—

C Class Steamers 1st Class £56.—

N.B. "O" Class Steamers comprise those of the Cargo type which have accommodation for a few passengers, but do not carry Doctor or Stewards.

Subject to change without notice.

For further particulars apply to

HOLYOAK MASSEY & CO., LTD. THE BANK LINE, LTD.

CANTON. Tel. Central 780.4

COASTAL SHIPPING

INDO CHINA STEAM NAVIGATION Co., Ltd.

SAIL

